WIN A WEEKEND ON A CLASSIC YACHT! See p. 17

Yachting

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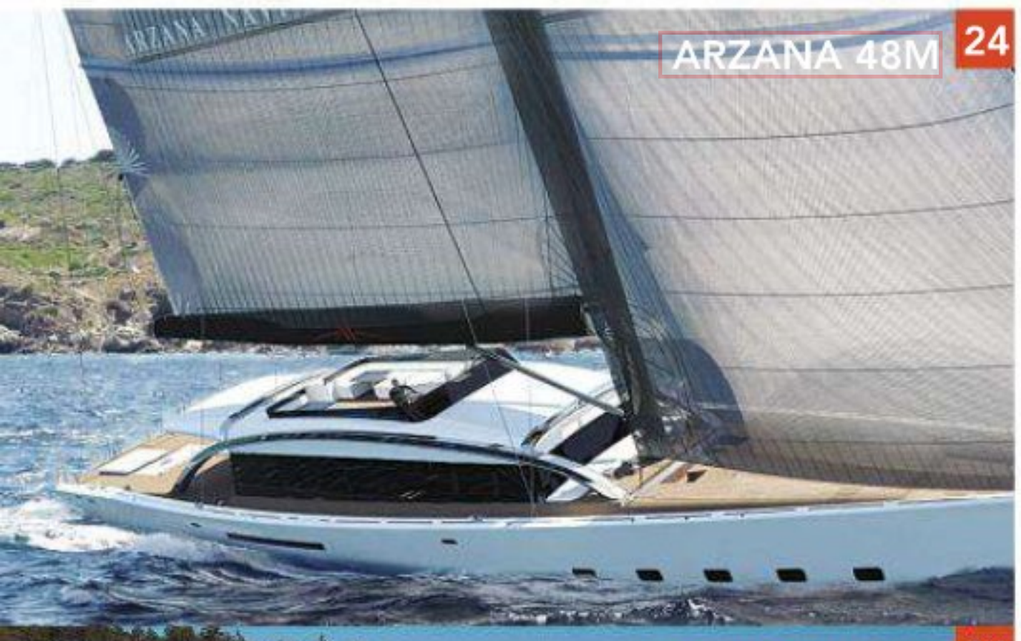


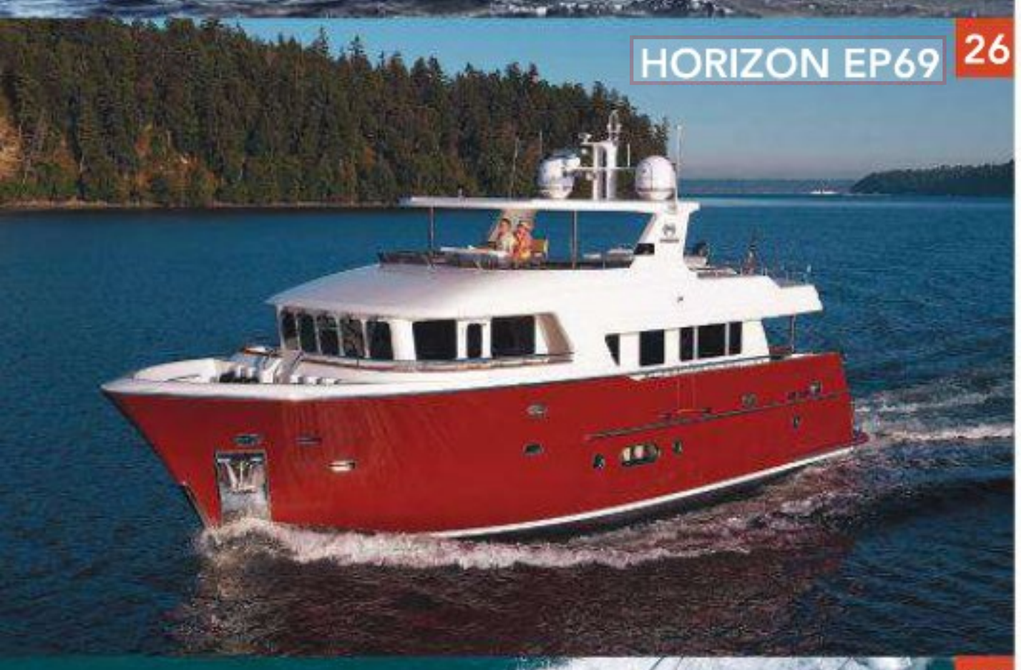
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Yachting

MARCH
2012
VOL. 211
NO. 03

The Boats



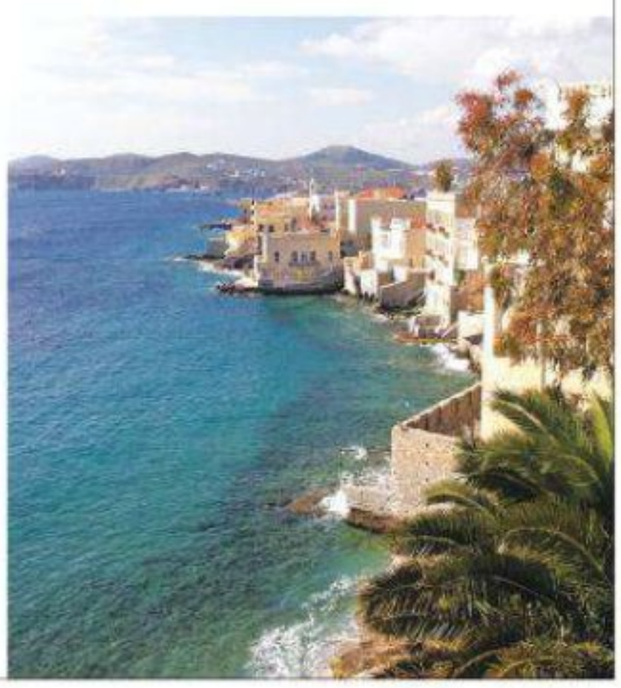
PRINCESS 64

<On the cover **THE PRINCESS 64** is not just a pretty face. This British-built motoryacht is a solid offshore performer. Beware: Unless you're ready for your next yacht, do not take her for a ride. **ARZANA 48M** The nautically obsessed will drool over the excellent proportions of this Bill Tripp-designed sailing yacht. **HORIZON EP69** This stylish expedition yacht proves that cruising off the beaten path can be done in style and comfort. **PURSUIT ST 310** There are so many ways to use Pursuit's new Sport Tender. Where do we begin? This peppy center console can serve as (you guessed it) a tender, or a primary boat, an offshore fish raiser or a plush day boat. Our sea trial also reveals a well-built, economical, fun ride. **ENDURANCE 680** Reviewing all of this little ship's systems, it's no wonder that her new owner felt that she was a worthy replacement for his 151-footer. Serious cruisers will appreciate the easily driven hull, spacious accommodations and numerous smart details.

Summer Charter

GREECE 64 >
Times may be tough for its citizens, but visitors to Greece will find it still offers some of the best cruising and charter opportunities in the world. Come aboard with deputy editor Mary South.

CROATIA 70
Charter editor Kim Kavin explores the ancient cities of Croatia on board the 146-foot Feadship *Harle*.



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– Chris Fertig, Team Statement
Bermuda Challenge participant



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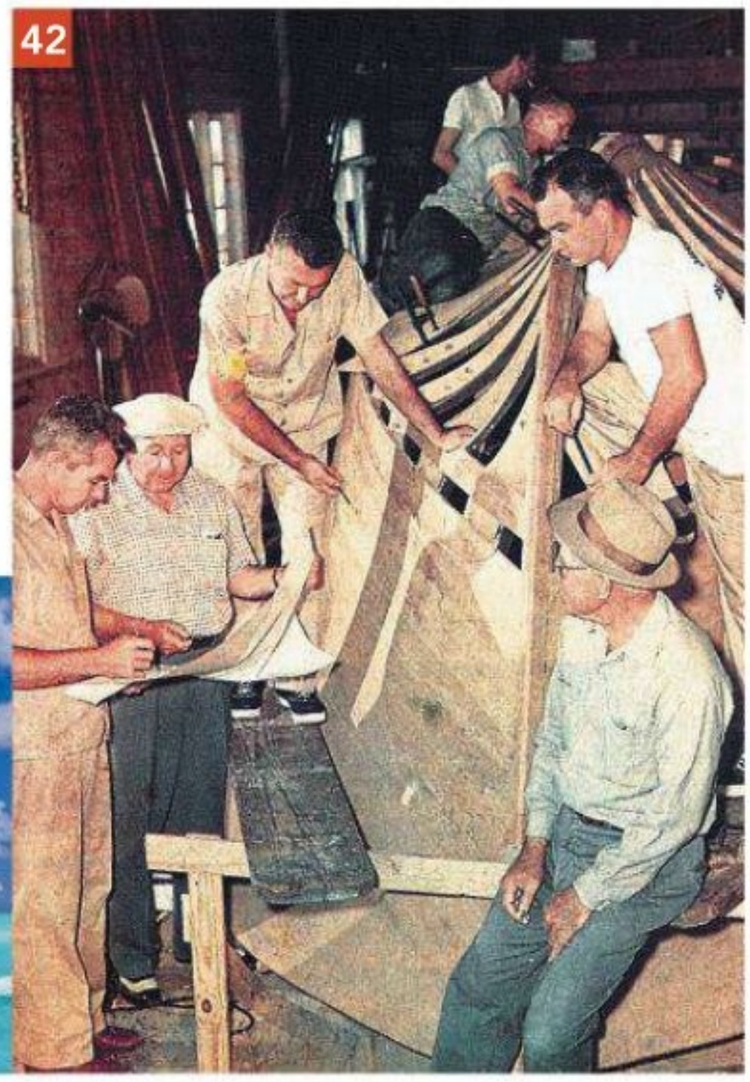
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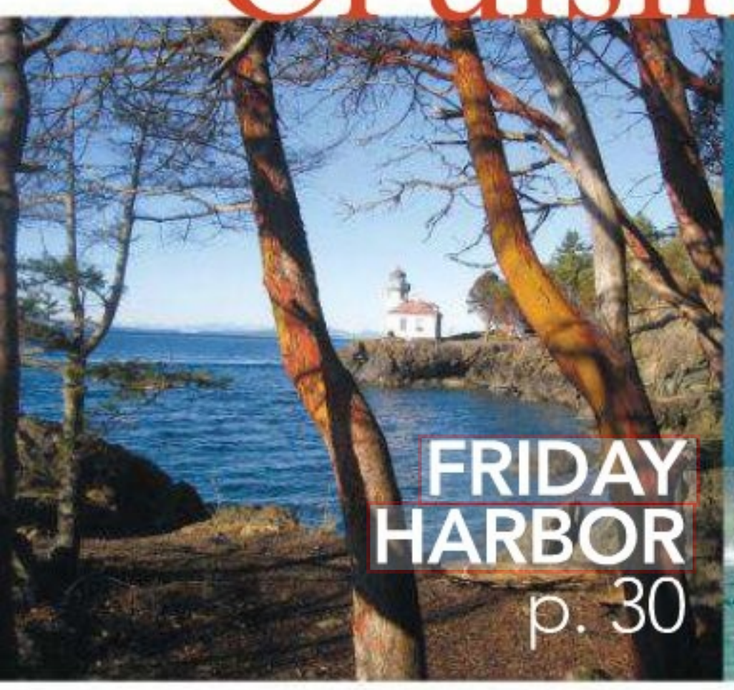
FISHING PERFECTION

There is little argument that the modern tournament boat was invented in Palm Beach. Editor-at-large Jay Coyle goes back in time to trace the origins of the offshore sport-fisher within the south Florida boatbuilding community.

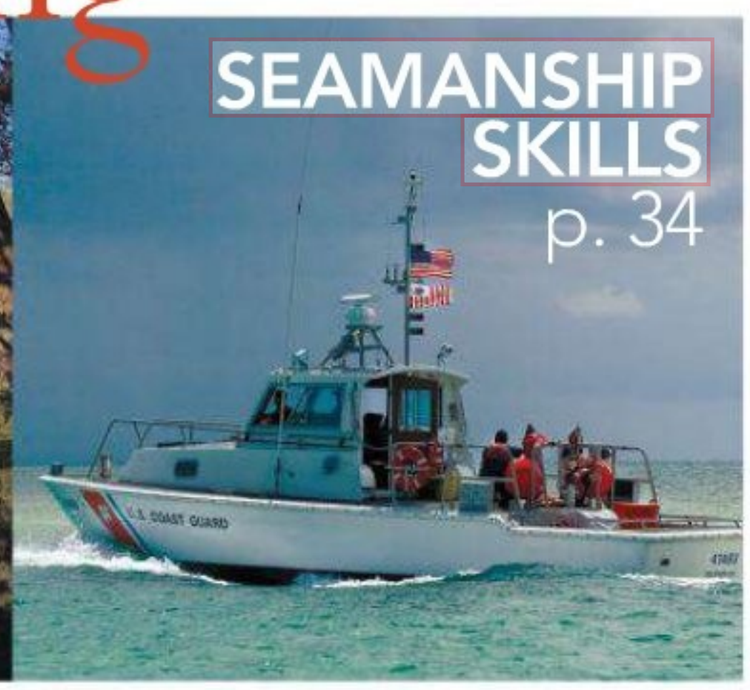




Cruising



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Opinions & Blowhards

"The interior designers I do respect know the difference between a boat and a beach house." p. 20

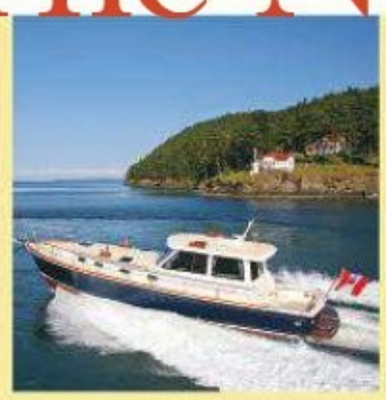
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The dark side of marine journalism revealed.

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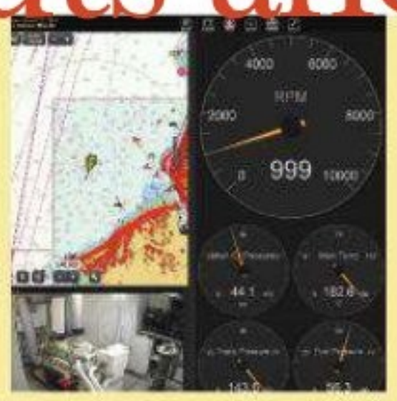
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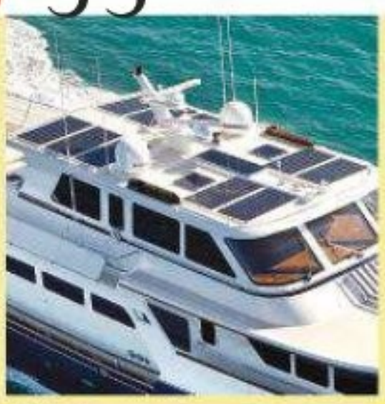
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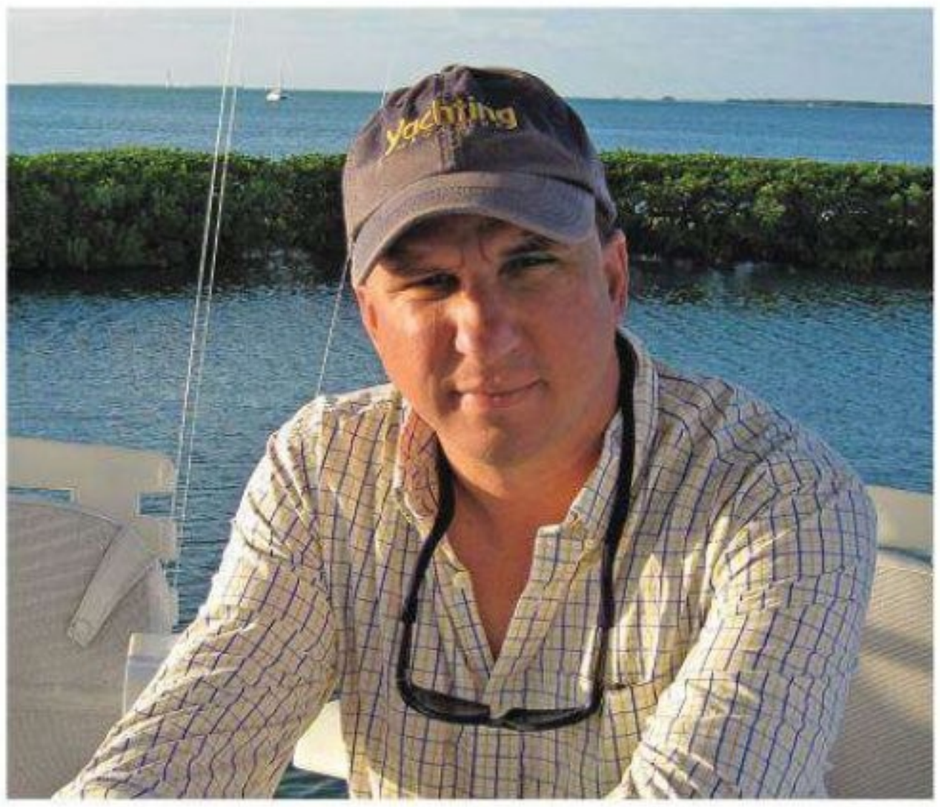
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BY GEORGE SASS JR.

Compromising Positions

"Run, George!" was Terry's swift and pointedly appropriate response. We broke into a full sprint down the narrow, cobblestone alley, displaying the grace of two circus clowns. The sun clawed over the horizon in the distance. We had arrived only that day, and less than an hour before had been invited (and almost accidentally joined) some type of wife swap ritual at a nightclub. Once understanding dawned, I was certainly flattered, but my job requires that I maintain some level of objectivity. I declined.

And now after leaving the club, a pack of wild dogs was chasing us through the streets of Taormina, Sicily. Thankfully, the scrawny, mangy mongrels were not as dedicated to the pursuit as we were in reaching the protection of our gated hotel. Panting like a hippo, I turned to Terry Jacome, YACHTING's European sales manager, and concluded that this was way too much effort for a boat test.

A few nights later we were in the Aeolian Islands, still waiting to test the boat. The scenery was magnificent, and under different circumstances I would undoubtedly enjoy vacationing in the region. Yet the particular island we visited possessed a dark, almost hedonistic undercurrent. It felt like the neutral territory where warring vampires would vacation.

After another two days, still no boat. A boat test should be simple enough, *right*? Not at all! Our press trip had morphed into a freak show, with no definitive end in sight. Every day I wondered if today was the day that I would actually get on the water. The answer was always the same: "It's OK. It's OK. Maybe tomorrow. Do you want another glass of wine?"

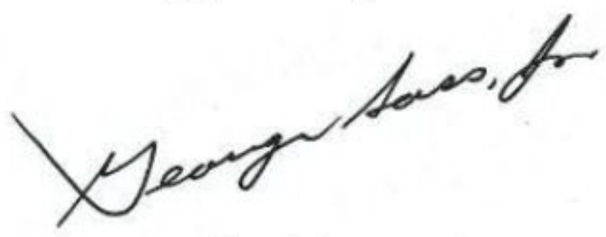
Finally, we were told to expect a night debut. So, there we were on the deck of yet another nightclub at 2 a.m. — early by local standards — anticipating the grand unveiling. "Look, there — no, right there," instructed Terry. There in the middle of the pitch-black harbor was the anemic beam cast from a small flashlight low in the water, shining on the hull. *Ta da!*

The next morning I arrived at the boat, eager to put the past behind us and get down to business. There was just one problem: The boat wasn't finished. The interior was a raw shell; wires dangled from the overhead; exposed plywood substituted for furniture, and the staterooms were bare. The builder was surprised at my unwillingness to conduct a sea trial. Yet he had a perfect solution: a heavy lunch and a swim! During the trip, my Irish/German temper simmered just below the surface, ready to break free in a targeted, rage-fueled tirade. However, the marketing team's skill at keeping us confused, tired, drunk and desperate was commendable.

Several hours later, Terry and I, along with several other magazine folks, bobbed in the water behind the boat like corks, bloated by the five-course lunch. Through our collective haze, we realized the boat was dragging down on us at a pretty good clip. The faster we swam, the faster the boat moved toward us. Usually this predicament would be no real cause for concern. After all, we had to climb back on board anyway. However, the captain was ferociously engaging the engines in an effort to set the anchor, paying no mind to the merry band of marine journalists floundering around him. Maybe this was Sicilian revenge for refusing to test the boat. "You don't like our unfinished boat! We'll show you! You bastards."

We eventually got onto the boat and back to port. The near-death experience was just what we needed to break the Sicilian spell. Yes, indeed, it was time to admit defeat, head home and search for other boats. I never did test that particular boat. I was simply too scared.

I love boats. I love this job, and I love traveling the world to search for new boats, destinations and adventures. However, after being told one too many times "you're so lucky to do what you do," I felt compelled to share the darker side of marine journalism. And I could go on! There's a book here somewhere, but I have no desire to limit my future employment prospects. I'm happy to report that nobody was harmed and no morals were compromised in the production of the March issue of YACHTING. Happy cruising! ❑



george.sass@yachtingmagazine.com

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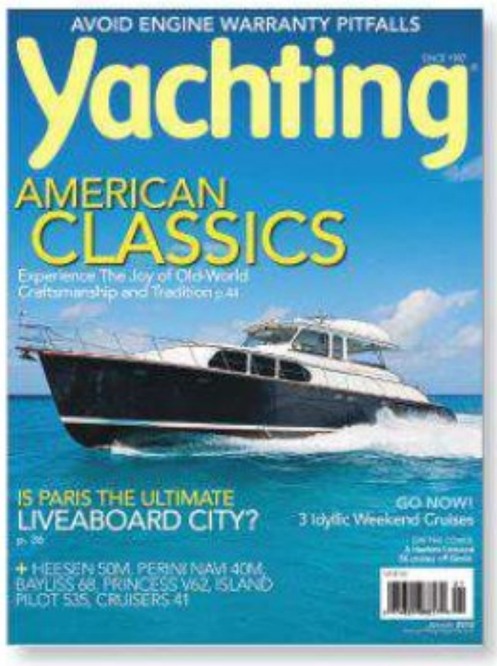
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EXPERIENCE SPEAKS



I have logged many thousands of miles on Huckins vessels as a delivery captain. Some trips were in 1950s classics, and, more recently, I enjoyed a voyage from Sarasota, Florida, to the Great Lakes aboard the Linwood 56 shown on your January cover [right]. (I'm at the helm in that cover photo, by the way.) Trips in Fairform Flyers on the Mississippi and Illinois rivers, lakes Michigan, Huron and Ontario, Georgian Bay, the Trent-Severn, St. Lawrence and Richelieu rivers, Lake Champlain, New York State Canals, Hudson River, Long Island Sound, Narragansett Bay, the Bahamas, the Gulf Coast and several trips north and south along the Atlantic coast have allowed me to arrive at some informed opinions about Huckins yachts. Too many, however, for a simple Letter to the Editor, so let me focus on what could be called "dock appeal." A Huckins yacht generates far more interest than any other boat I have been on. When another vessel usually doesn't get a passing glance, a Huckins draws a crowd. When harbor masters and dock staff want to have their pictures taken with a Fairform Flyer in the background, and then contact their friends to come down to the slip to take a look, one knows that this brand is unique. In Charleston, a megayacht owner asked politely if he could come on board to look at a "real boat" and then sat for some time at the helm in silence, as if he was in a shrine. A military veteran heard that our Huckins was at the gas dock in Branford, Connecticut, called his Navy buddies, picked them up and rushed to the dock to look and reminisce. Fellow diners come to my table in restaurants and ask if I am the skipper of the Huckins, and then express their pleasure at seeing something special. In Oriental, North Carolina, a visitor to our table opined that it was great to see a yacht that doesn't look like a Dyson vacuum cleaner. I knew what he meant. His way of saying it's a classic. Thank you, Huckins Corp. and all of the proud owners, for so many memorable experiences, and thank you, Jay, for the article.

Jim Hepple
Meaford, Ontario, Canada

HEY, I KNOW THAT BOAT!

My wife and I thoroughly enjoyed your article on Huckins Yachts ["In Fair Form," January 2012]. We were also surprised to see that our yacht, *Bubbaloo*, was shown with the name *Rae Jean* on the picture. While *Rae Jean* is a modern looking 70-foot sport fish from 1996, our yacht was the largest sport-fish boat ever built in 1969. We purchased the boat to live on. Unfortunately, although it has been said that the last three presidents fished on her, and more money has been made in her cockpit than in any hotel in the United States, I cannot find any documentation to confirm her magnificent guests. Thanks again for the great magazine.

Mike and Kim Brill
Palm Beach, Florida

KNOCKING ABOUT

As an older boater who used to sail in Rhode Island waters in a wooden Cape Cod Knockabout back in the late '30s and early '40s, I thoroughly enjoyed reading the excellent article by Dennis Caprio entitled "Come Sail with Me" about wooden Beetle Cats. Although I now sail two fiberglass boats, a Cape Dory 28 and a Pearson 33, in Chesapeake Bay, I would love to set sail again in my 1935 Knockabout.

Dixon Hemphill
Fairfax Station, Virginia

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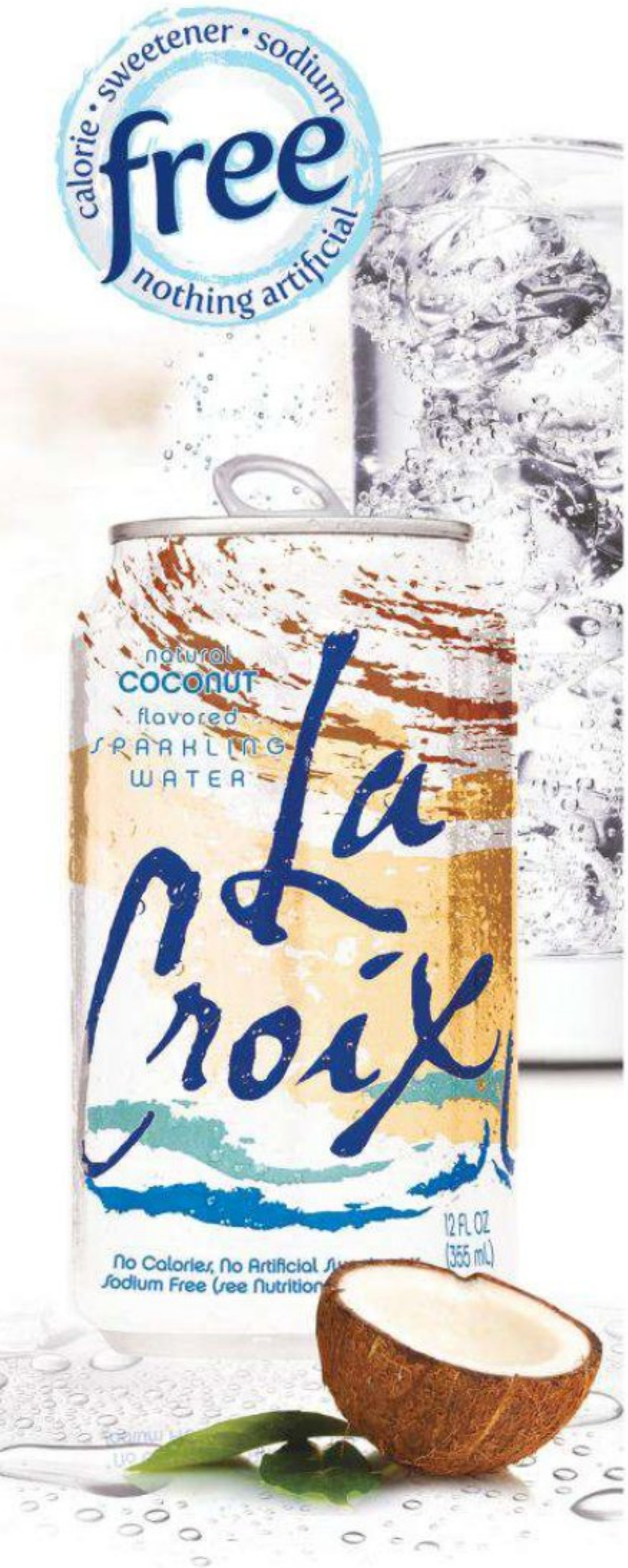
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JOIN THE CONVERSATION

On YACHTING's forums page (*forums.yachtingmagazine.com*) the lively discussions on all things nautical continues 24/7. Recently the conversation turned to the superstitions about renaming a boat. Here's a bit of what our audience had to say.

Wgills502: Renaming a boat supposedly has consequences unless you perform a ceremony to rid the old name from Neptune's *Book of the Deep*. Superstition or necessary ritual?

ChrisCraft: When she is out of the water, the stern must be facing away from the water for the name to be removed and a new one placed on her. If in the water, remove the name, place the same name back on in water-based paint, and take her out for a ride so the old name washes off. Under maritime lore, she will now allow you to replace the name.

PeteatYachting: We need more ceremonies. Cruising sailors, of which I am one, are particularly bad with so many boats called *Serenity*, *Serendipity* or *Dream Catcher*.

Is there any merit to this superstition and the suggested remedies? We'll let you decide. Visit *forums.yachtingmagazine.com* to weigh in on this and other topics and become part of the ongoing conversation.

Yachting

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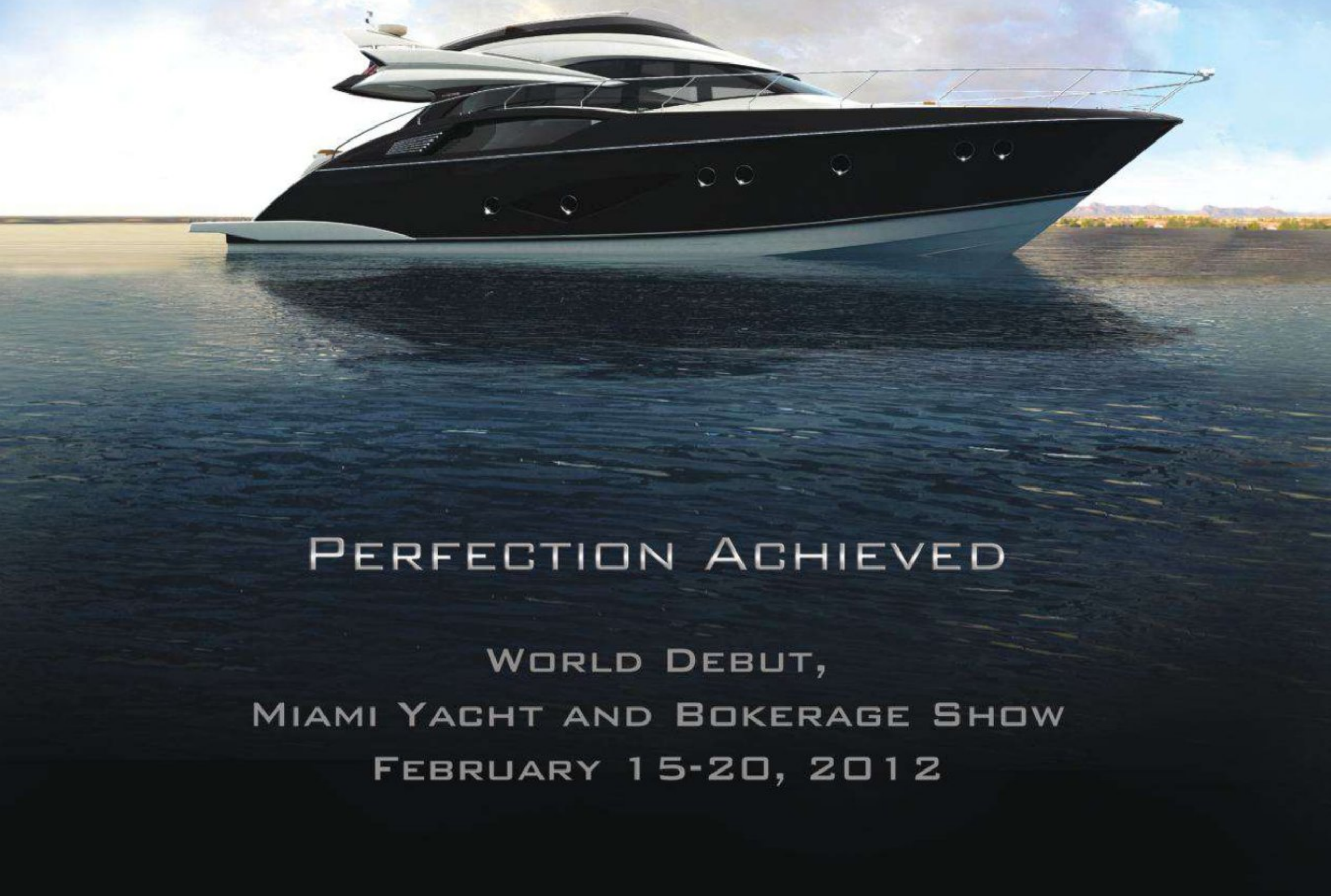
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KIM KAVIN

The Art of *Ahhhhh*

Sometimes, as we leaf through the photos of astoundingly large and luxurious superyachts available for charter, we marvel at the amount of pampering some folks require in order to get their relaxation on. Don't get us wrong: Would we love to spend a fun week cruising a far-flung coast, slipping back and forth between dips off the stern and sessions in the hot tub, treading barefoot over silk carpets, being fed spa cuisine by a four-star chef, slipping into blissful dreams between ironed Frette sheets? Hell, yeah! But one look at a photo like the one above, taken by YACHTING's charter editor, Kim Kavin, at the Antigua Charter Yacht Meeting, and we're reminded that the most important part of our time on the water is the *ahhhhh*-sensation and it doesn't really matter how we get there — it's as much about the stunning sunset as it is the size of the deck you view it from. Well, almost as much.

Have you got a great photo that captured one of your favorite moments on the water? Share it with us and you'll be entered to **win a weekend charter yacht experience for two in Newport, Rhode Island, aboard the luxurious Burger 63 *Victorian Rose*,** courtesy of Churchill Yacht Partners. See *www.yachtingmagazine.com/photocontest* for complete details. And start sorting through those old cruising shots while you prepare to be thoroughly pampered!



Conquistadors

Astondoa, a name that's well known to European yachtsmen, is **relaunching a push in the Americas** with the appointment of Flagship Marine Group in Coconut Grove, Florida, as its exclusive distributor for Canada and North America. The Spanish boatbuilder has 96 years of experience and 3,500 hulls to its name, ranging in size from 40 to 197 feet. These include Motor Yacht, Flybridge and Open/Express Cruiser models, as well as its flagship Steel Range Mega Yacht Series — the 151-foot model is pictured above. Builds are completed in one of its four modern facilities in Gallarta, La Union, Almansa and Vigo, which total more than 753,000 square feet. Astondoa prides itself on the degree to which it can customize each build and is currently producing about 100 boats a year. *www.flagshipmarinegroup.com*

So, It's a Shark You're After?

If Quint, Hooper and Brody had been armed with iPhones, the movie *Jaws* would have been a lot shorter. Meet the Expedition White Shark app — **the first application that allows you to track adult great whites from an iPhone or iPad.** Scientists at the Marine Conservation Science Institute have been tagging great white sharks with specialized satellite transmitters that allow them (and now you, as well) to track great white sharks around the world. In addition to tracking great whites (including two tagged from the Farallon Islands off California), the app has bios on the sharks and allows you to see detailed historic tracking data. Download it at *www.expeditionwhiteshark.com.*



1,919

The approximate size in cubic miles of a **freshwater "bulge"** UK scientists have found developing in the western Arctic Ocean. The team thinks it may be the result of strong winds whipping up an immense clockwise current in the northern polar region called the Beaufort Gyre.

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Adventure for a Cause

In this instance, CRAB is an acronym for Chesapeake Region Accessible Boating, a nonprofit program devoted to getting people with disabilities into sailing. Chasing this crab is **Matt Rutherford, a 30-year-old resident of Maryland**. He set sail on June 11, 2011, for a solo circumnavigation of the Americas via the Northwest Passage and Cape Horn. Sailing an older 27-foot Albin Vega that he had refurbished for this voyage, Rutherford rounded Cape Horn on January 10, 2012. When Rutherford completes this voyage, he will be the first person to do the 25,000-mile passage (about 300 days) alone and without stopping. His motivation for the trip is to show that there are few limits to what any determined person can accomplish, as he raises money for Chesapeake Region Accessible Boating. CRAB hopes to hit a goal of $250,000 — $10 for each nautical mile — which will go toward retrofitting its current fleet of four Freedom Independence 20 sloops, purchasing new handicap-accessible racing boats and modifying a fishing boat for wheelchair accessibility. Donations can be made online at *www.crabsailing.org* or by calling 410-626-0273. Map Rutherford's course and read his blog at *www.yachtingmagazine.com/solotheamericas*.





A Swell Cap

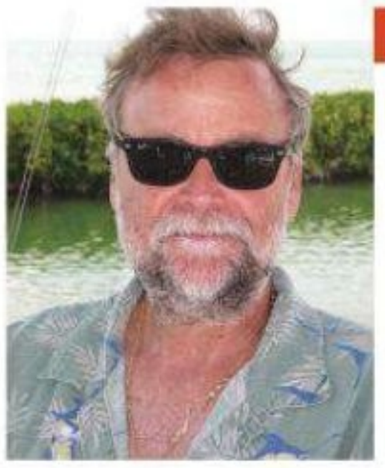
Sometimes it's the little things that matter most — those decade-old khakis that are soft as butter, that busted-up pair of Top-Siders you just can't throw out, and, of course, a perfectly worn baseball hat. Wait, you don't have **the perfect hat**? Well, allow us to introduce you to **Harding-Lane**, a little company we recently stumbled upon that produces some of the best hats around. Comfortable and classic in style, Harding-Lane hats are sustainably manufactured on Cape Cod by brother-sister duo Steve and Sarah Gifford, and each hat features a needlepoint-stitched emblem of aquatic East Coast wildlife species (ducks, crabs, fish and the like). **Promoting the ocean while giving back to it**, they give portions of the proceeds from Harding-Lane sales to Cape Cod's Hook Fishermen's Association and the Save the Bay Foundation. Check out all they offer at *www.harding-lane.com*.

Deepwater Horizon Déjà Vu?



The Chinese-built oil rig Scarabeo 9 arrived off the shores of Cuba in January to begin **a search for oil deposits in the deep waters of the Florida Straits**. Billions of dollars in oil are estimated to lie off the coast of the island nation, and the Cuban government is hoping to license it and reap the profits. First in an international lineup of oil companies to use the rig will be Spain's Repsol — which plans to drill a well approximately 70 miles from Key West, Florida. As a result of the 2010 Deepwater Horizon spill, there is plenty of resistance and division in the United States over the prospects of drilling in the Florida Straits, where the wells will be 1,000 feet deeper than Deepwater Horizon's and where the powerful currents **will mean disaster for the Florida coast if there is an accident.** Furthermore, the embargo between the United States and Cuba would prohibit U.S. companies from responding to any sort of potential environmental disaster. What do you think? Should drilling be allowed in the Florida Straits, or do the risks far outweigh the benefits? Let us know at *forums.yachtingmagazine.com*.

> "And so what? You want to go home, Schettino? It is dark and you want to go home? Get on that prow of the boat using the pilot ladder and tell me what can be done, how many people there are and what their needs are. Now."
>
> — ITALIAN COAST GUARD CAPT. **GREGORIO DE FALCO** TO CAPT. FRANCESCO SCHETTINO OF THE GROUNDED *COSTA CONCORDIA*, AFTER SCHETTINO ABANDONED SHIP BEFORE THOUSANDS OF PASSENGERS HAD BEEN RESCUED.



POWER PLAY

Master Plan

Tips for surviving an interior refit.

By Jay Coyle

I don't think much of some of the "interior decorators" I've encountered in the yacht business. Whether they are incompetent or inflated by ego, their big ideas come easy when someone else must make them work. The interior designers I do respect know the difference between a boat and a beach house and don't become your wife's shopping pal. They are professionals — designers like Sam Rowell. If you haven't heard of Rowell it's because he's never wasted time banging his own drum — his focus has always been getting the job done. Though he's semiretired, I asked Rowell for a bit of advice on interior refits.

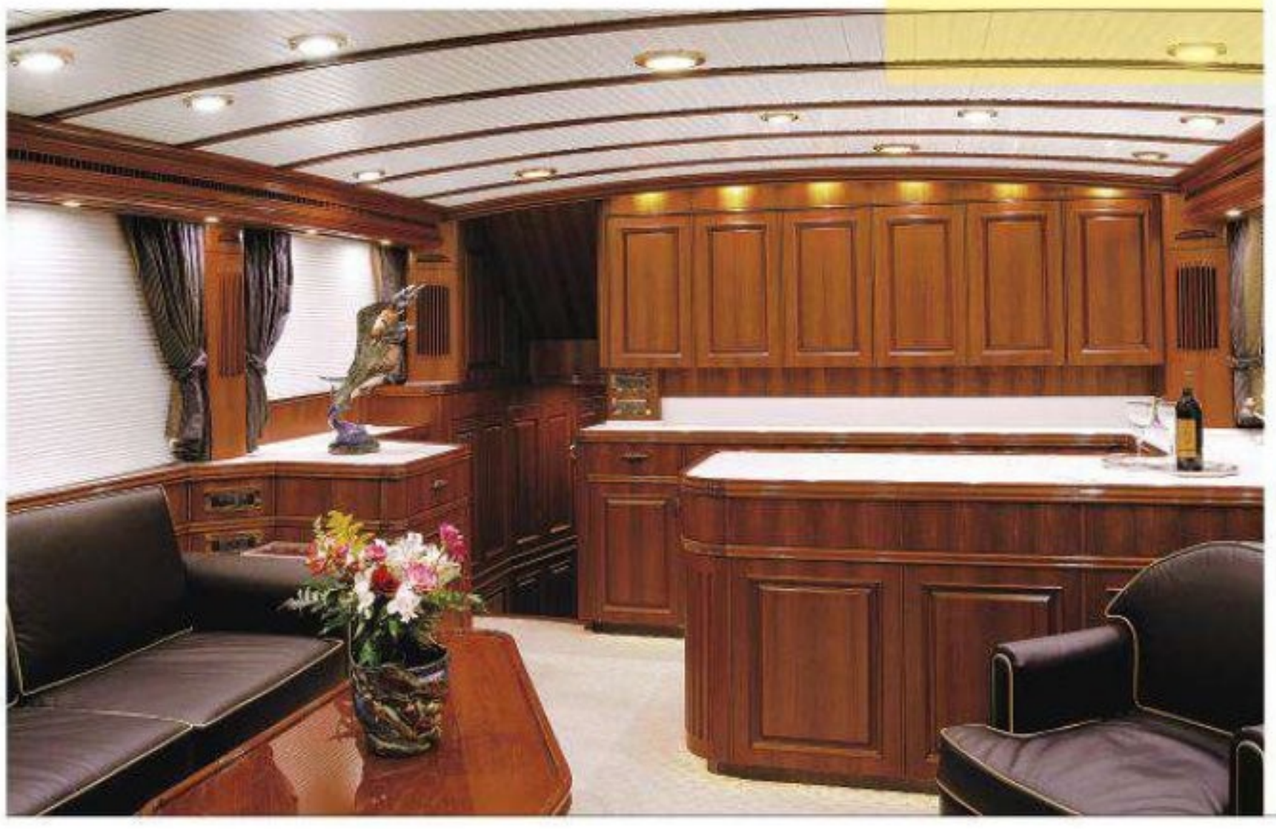
Starting from scratch on a new build is always easier than a refit, Rowell says, because there are fewer unknowns. "When you start digging into a boat there will be surprises. It usually starts out with a small idea, say a bigger TV or additional freezer space," Rowell explains. "The carpenter starts cutting and discovers wires. He calls in the electrician and the next thing you know the electrical panel must be moved. If you want to control the budget, rule number one is to work with existing bulkheads and cabinetwork." Rowell has been called in on a number of interior design projects for the postmortem cleanup. "I've seen owners so disgusted that they sell the boat with the interior unfinished — it's too bad and it's unnecessary," Rowell says.

Sensible owners set goals and a budget. If they are refreshing their existing boat it's often a short laundry list — carpet, window treatments, etc. Even personalizing a boat that is new to its owners can often be accomplished simply by updating the soft goods and accessories. Rowell suggests this can be done on a 60-footer for as little as $30,000. "Obviously if you spec custom stone counters, Italian leather, gold fixtures and new wood veneers, all bets are off." Rowell says that raising the bar in this fashion on a 60-footer could easily drive interior refit costs to more than $100,000.

While a fixed price for services and materials is nice, Rowell says cost-plus is more typical. This usually covers design hours and an agreed-upon markup for designer-supplied materials and workroom time. A new build project usually begins with drawings, renderings and sample boards. Rowell takes the same approach with a large refit project, but on smaller ones, often a few hours aboard with the client and some samples are enough to get things moving. "A lot of folks have a good idea of the bits and pieces they like — it's the designer's task to help integrate these ideas and visualize the complete boat."

Rowell insists it's important to find an interior designer who has experience with boats. "You might have the best residential interior designers in the world, but if they are unfamiliar with boats there could be problems." An appreciation for the weight of materials and their behavior in a marine environment is critical. Rowell remembers "fixing" one boat that had just undergone an expensive interior refit. "One of the fabrics the designer had chosen had metal rings and grommets — it was just weeks old and the metal was corroding." Rowell also remembers a high-speed sport-fisher that churned its crystal and china to gravel.

Rowell's first project was dressing up a custom tournament boat in the 1980s. "She was typical of the day. You could pretty much clean her interior with a hose." His last custom project was a fish boat that cost well over $10 million. The trend has been toward overcomplication; however, some things never change. "Proven yacht interior design themes still look right on yachts," Rowell says. "Darker satin-finish teak and mahogany interiors were a traditional selection since they offer relief from the sun. High-gloss interiors can be blinding and shout out imperfections and wear." It's all about the details and finding an interior designer who gets it. ❑



This Whiticar 56 interior by Sam Rowell blends practicality, tradition and luxury.

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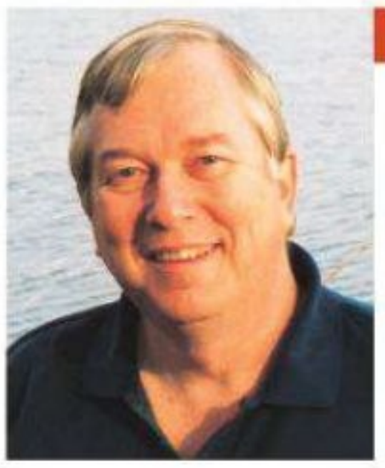
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PERFORMANCE

Yacht Weigh-In

How weight and its location influence your yacht's speed and handling.

By Dudley Dawson

Medical experts agree that it's not just how much you weigh, but where you carry that weight, that figures into your likelihood of having health issues. For some reason, particularly if you are prone to being overweight, an apple-shape physique is far more dangerous than a pear-shape one. Armchair naval architects take notice; there is a close analogy in yacht performance.

Carrying a lot of extra weight aboard your vessel not only wastes fuel and money, but it also can be the death of good performance. It's bad enough for displacement craft, where the relationship between weight and fuel economy is roughly linear, but for planing craft too much extra weight can prevent the boat from planing at all. You could end up with a yacht that, instead of dancing across the water at 30 knots, lumbers through it at 15 knots with all the grace of a hippo.

Where that extra weight is carried is also critical. Like an overweight person, carrying the additional pounds out front and higher up poses more risks than farther aft and lower down. In technical terms, designers refer to the vertical center of gravity (VCG) and longitudinal center of gravity (LCG) to put a specific value on these locations.

A high VCG can pose a number of risks, the primary one usually being a reduction in transverse stability. This is a double-edge sword too, for not only will the vessel roll more easily and to greater angles in a given sea state, but it will also have a smaller range of positive stability — meaning it is more prone to capsizing at lower rolling angles. The longitudinal stability, often overlooked, will also be reduced, so that pitching is exaggerated beyond what it should be. Likewise, the tendency toward broaching or pitchpoling increases. Even if the problem never rises to the level of a capsize or broach, you will still get a lot less enjoyment out of your yacht and will finish a day's run beat up from motions that are considerably worse than they need to be.

An LCG that is too far aft results in a bow-up running attitude and, in the extreme, may prevent planing. We've all experienced this in an underpowered, overloaded skiff that struggles along with the bow in the sky until someone moves to a forward thwart. Suddenly, the craft rides over the hump, levels out and doubles its speed. The same is true of large vessels, and the solution is basically the same: move weight forward to shift the LCG.

An LCG that is too far forward has its disadvantages as well. A bow-down running attitude is unattractive for sure, but more important, the boat will tend to be wet, shipping lots of spray across the windshield and bridge. In severe cases, the effects of dynamic instability — loss of directional control, laying to one side, bow diving, chine walking (transverse oscillation) and others — will become evident. Like a high VCG, a forward-biased LCG can also increase the tendency to broach.

Now that we know the problems of weight and location, and how to spot them, it's time to consider what can be done to avoid or cure them. First and foremost, try to keep the weight off. Put your yacht on a diet. As part of your spring commissioning this month, get rid of all the clutter that has accumulated over the course of the past season or two. If you won't use it for your next cruise, don't put it aboard, and that includes extra fuel and water. If you must carry an extra something or other, stow it below rather than on deck whenever possible, helping to keep your VCG in check. And keep a watch on your longitudinal trim, selectively burning off fuel and using water from different tanks as appropriate, and relocating equipment and spares, to avoid an LCG that's too far forward or too far aft. It's a bit of effort, but your yacht will reward you with better performance. ❑

DO YOU HAVE ANY QUESTIONS FOR DUDLEY? CONTACT HIM AT PERFORMANCE@YACHTINGMAGAZINE.COM AND LET HIM KNOW HOW HE CAN HELP.



This Eastbay 49, designed by C. Raymond Hunt Associates, is a well-balanced ride.

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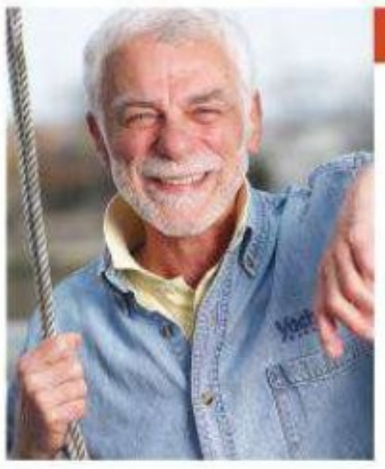


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LOOK DEEPER
TO SEE INTERIOR AND EXTERIOR RENDERINGS OF THE ARZANA NAVI 48M, VISIT YACHTINGMAGAZINE.COM.



Arzana 48m Flybridge Sloop

This sailing yacht doesn't need exaggerated overhangs to win our hearts.

By Dennis Caprio

At times, I can't help thinking that overhangs get more credit than they deserve for their contribution to the aesthetics of a sailing yacht, especially the exaggerated counter and spoon bow common to the J-Class and some other yachts styled in the classic idiom. As I studied the renderings of Bill Tripp's Arzana Navi 48m Flybridge Sloop, I realized that this yacht doesn't need traditional overhangs to make her beautiful. Fifty years from now she will attract as many admirers as she does now — helping to redefine the term *classic*.

Overhangs earned their chops during the so-called "golden age" of sail early in the 20th century. A short length at the waterline, relative to the length overall, rated well, and when a yacht heeled to its optimum degree, the waterline grew long enough to increase her top speed. A sound argument for overhangs, but in that period, heavy displacement and the shape of the underbody shackled sailing yachts to a speed/length ratio of 1.34. Proponents of classic yachts argue that these designs have a seakindly motion, and I agree, but designers now know how to distribute volume below the waterline in a way that gives yachts a comfortable motion while still exceeding the age-old ratio. Tripp is very good at this.

In drawing the Arzana 48m, Tripp and his team have married the businesslike look of a racing yacht with the elegance of a modern cruising yacht. The nearly plumb stem and fine entry create the Arzana's racy persona. A subtle springiness in the sheer line, a short counter stern and the arches anchoring the superstructure reveal her gentler side.

LOA: 158'0"
BEAM: 31'6"
DRAFT: 16'3", 25'5" centerboard down
SAIL AREA: 11,539 sq. ft.
DISPL.: 273.3 tons
SAIL AREA/ DISPL. RATIO: 27.32



Research long ago proved that a circle commands more attention than any other shape (visit *www.yachtingmagazine.com/devinedesign* to learn more about how we perceive shapes and proportions). We may reasonably assume that an ellipse and half of an ellipse also will appeal to the viewer. That notion didn't escape Volkswagen when the company designed the New Beetle for introduction to the market in 1998. Nor has it slipped from Tripp's mind. The arches — especially the longitudinal ones — appear to support the deckhouse, but visually, their lovely curvature tricks us into ignoring the vertical front and sides of the house. Removing the arches would likely make the superstructure seem like an afterthought.

A flying bridge on a sailing yacht often looks like an excrescence, growing like a wart from the superstructure. The flying bridge aboard the Arzana blends into the lines of the house so well that it nearly disappears. Extending the roofline over the cockpit provides shelter from the sun, and at the same time, it gives the flying bridge a longer visual base and makes us ignore the abrupt terminus of the superstructure.

Tripp has created a grand illusion in this design: He's made her appear to be smaller than she is when we see her from even a relatively short distance away and have no point of comparison nearby. Her excellent proportions are responsible. At rest in a mooring field or stern-to at the dock in company with other yachts, her tall rig and massive hull will shock us back to reality.

Nautically obsessed observers also will enjoy looking at the Arzana on the hard, cradled by her poppet stands. Her bottom transitions from a fine entry to softly elliptical sections amidships and then to flatter sections in the run. The hull grows to maximum beam just abaft the keel. Tripp has distributed the volume below the waterline in a way that reduces wave-making drag to a minimum. She won't beat the water into submission as much as she'll work with it to the benefit of speed and comfort. The world's oceans will be her playground; blow high, blow low. ❑

Tripp Design, 203-838-2215; www.trippdesign.net; Arzana Navi, +377-93-50-12-12; www.ycoyacht.com

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LOOK DEEPER
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The Horizon EP69 is designed and built to explore the world's oceans in extreme comfort. By Capt. Ken Kreisler



The 20-foot beam allows for generous interior volume, including crew quarters.

A mere six years after CEO John Lu founded the Horizon Yacht Co. in 1987, the business was in the throes of Taiwan's nasty recession. Lu, who has a degree in naval architecture from the National Taiwan Ocean University, determined that he had to adjust his company's target markets. With Europe, Asia and Australia showing up on Lu's radar screen, he also decided to enter the large-yacht arena by launching an 80-footer in 1995.

What followed over the next few years and continued into the next decade was a series of high points. Lu established the subsidiary companies of Altech Composite and Premier Yachts. Altech manufactures hulls and superstructures, and Premier is dedicated to building megayachts. When Premier launched the 132-foot *Miss Rose*, the yard used the resin-infusion molding process, SCRIMP, making her the largest one-shot SCRIMP-hull vessel in the world. And it is with that same progressive attitude that the company now offers its EP69, an expedition yacht with much more than a rugged exterior.

From my first sighting of her on Seattle's Lake Union, the EP69's big red hull, Portuguese bridge and bulbous bow rekindled my nautical wanderlust.

"The EP69 began life as the company's Bandido 66," said Lex Mitchell of Horizon's Seattle dealer, Emerald Pacific Yachts, "but as the design team tuned it up, they added more space so that now she serves as the entry-level vessel to our lineup of expedition yachts — the 77, 110 and 148." We talked as he led me onto the swim platform. Getting aboard from the stern was safe and easy. And once there, surrounded by all that beefy safety railing, I found convenient access up to the main deck using the wide stairways on either side or through the dog-latching door to the crew quarters on the boat's centerline.

"One of the many aspects we really like about what we are able to offer is the yacht finish, both inside and out," Mitchell said as he opened the door and ushered me inside.

If this was the start of being impressed with Horizon's ability to finish off the EP69's interior to yacht standards, the Taiwan-based builder had my attention. Even with the space's functional layout, its decor favored the elegant. The fully found galley, seating area with dining table and plenty of stowage space lie to port. A head with a shower and a two-berth stateroom are to starboard, all surrounded by beautiful cabinetry featuring outstanding joinery.

A duck into the engine room just forward confirmed that Horizon's workmanship parallels the vessel's mission: cruising in the open ocean, where the need to get things done in the most practical and time-sensitive way demands quick and easy access to all critical maintenance and machinery areas. I could not find any knuckle crunching, elbow smashing or forehead denting spaces that would prevent me from getting the job done.

LOA: 69'5"
LWL: 59'0"
BEAM: 20'0"
DRAFT: 6'½"
DISPL.: 158,732 lb.
FUEL: 2,360 gal.
WATER: 400 gal.
ENGINES STANDARD: 2 x 560 hp MAN D2876LE diesels
ENGINES TESTED: 2 x 560 hp MAN D2876LE diesels
BASE PRICE: $2.95 million
PRICE AS TESTED: $3.8 million



RPM	KNOTS	GPH	dB(A)
650	4.7	2.3	56
900	6.5	6.0	57
1200	8.2	12.0	59
1500	10.1	19.0	60
1800	11.2	30.0	65
2100	12.1	48.0	65

TEST CONDITIONS: Speeds were measured by GPS on Lake Washington, with calm seas and 10-knot winds, with 1,000 gallons of fuel, 264 gallons of water and four people on board. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were measured at the helm.

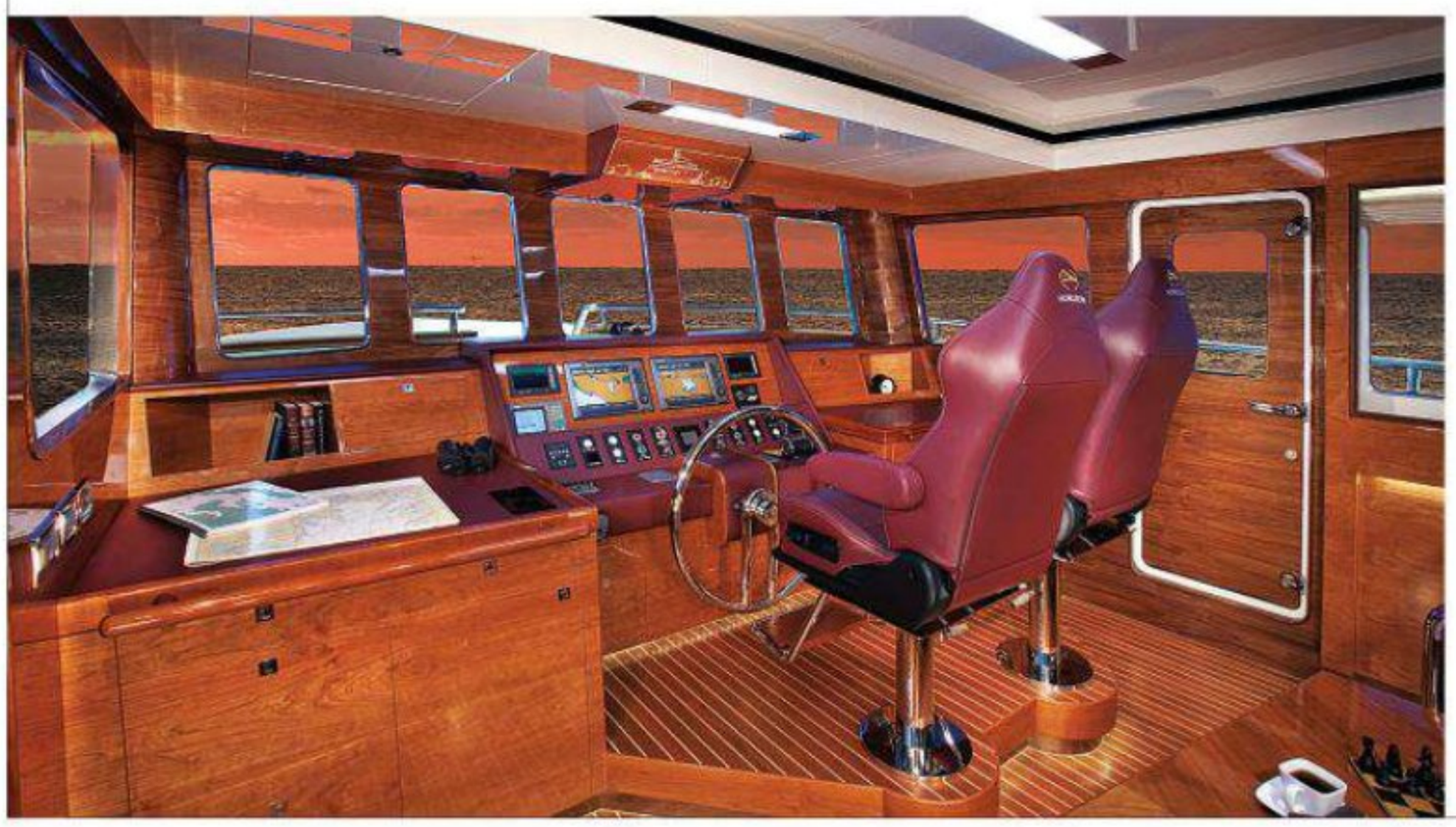


Horizon is essentially a custom builder, and this salon can be built to suit. The pilothouse is designed for comfortable, long offshore passages (below).

Topside, the mood definitely changes from practical elegance to tasteful sophistication, and on this particular EP69, that was reflected in contemporary touches to the decor. Entering from the sizable afterdeck area — outfitted with a proper transom seat, finely finished table and teak sole — the salon offers wide-open spaces for creative decorating. "We're a completely custom builder, and owners can furnish the boat out to individual tastes and needs," Mitchell said.

The spacious salon has room for creative seating and entertaining areas and is available in a variety of woods and finishes. The galley offers an area with the kinds of culinary equipment and facilities that make food prep as basic or elaborate as the situation demands. And the pilothouse is as professional and well equipped as any, with fine woodwork all around, large windows forward and to the sides and a comfortable seating area to port. Below, there are three staterooms, three heads, a spacious forepeak and full-beam master stateroom, all with ample stowage, superb cabinetry and a roominess typically found on larger vessels.

Access to the bridge deck is via a stairway from the afterdeck or the pilothouse, and once up there, it's a hard place to leave. With cooking and serving facilities and a bar to port, a C-shape settee with a table to starboard and additional seating, this is a perfect spot for casual entertaining. The helm is on the port side; aft and to starboard, there's room for a 12-foot tender with the davit mounted on the outboard side.



Out for a ride on the placid waters of Lake Washington, I recorded a stingy 12 gph rate at just over 8 knots and a quiet 59 decibels at the lower helm. And even at 11.2 knots, I registered a still-respectable 30 gph burn. "We feel it's the kind of vessel the 'trawl crawl' crowd is looking for. She slips easily into that 6-plus- to 8-knot speed with very efficient fuel consumption for a boat displacing some 72 tons when light," Mitchell said.

Oh, and if you're wondering what EP means, hang on, we're almost there. You see, while I don't mind leaning on the throttles now and then, and feeling the adrenalin rush of pushing a massive planing hull up out of the hole, I do have a very special place in my nautical heart for just taking it easy and having a strong, well-built vessel at my command. And that's where the oceangoing Horizon EP69 may come into play for like-minded mariners. You see, the EP stands for economical pilothouse. Getting away from the dock, and staying away for as long as is necessary, just got a lot easier. ❑

Horizon Yachts, 561-721-4850, www.horizonyacht.com

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SEE MORE
TO SEE A COMPLETE PHOTO GALLERY AND VIDEO OF THE PURSUIT 310, VISIT YACHTINGMAGAZINE.COM.

With the introduction of the Sport Tender 310, Pursuit intends to chase a spot in a growing market.

By Jay Coyle



The deck plan of the Pursuit 310 is suited to its multiple roles on the water.

I remember when center-console designs began to catch on in the early 1970s. Our family's first was a 20-footer — about average for the time. It was a Swiss Army knife of boats — perfect for fishing, diving or simply sunset cruising. By the 1990s, towed center consoles were replacing traditional tenders as yachts grew larger and owners longed to remain close to the water. Now it's common to see boats like Pursuit's new ST 310 on a leash following the lead of a large motoryacht. This is the market Pursuit had in mind when it penned the ST (Sport Tender) 310.

As center consoles go, the 310 falls into what I consider a sweet spot for the breed, since it needs no more than two stout outboards to deliver first-rate performance. When it comes to outboards, size really does matter. Powering a planing boat with just enough horsepower can result in false economy, since smaller motors must work harder at higher rpm and may burn more fuel. Numbers matter as well. Two of anything mechanical usually lends to redundancy — a plan B. Three of anything mechanical leads to more expense and complication. What's more, transmitting horsepower through a third lower unit adds drag and reduces efficiency. Ergo, the 310's size is perfect for a twin-engine application.

Pursuit's choice of Yamaha F300s is also right on target. These 4.2-liter four-stroke V-6s have the muscle to power the 310 at performance-boat speeds; however, at wiser throttle settings they are relatively efficient. I measured a top speed of 47.4 knots at full throttle, and the Yamaha electronics indicated a burn of 52.4 gallons per hour. I recorded 26.8 knots at 3500 rpm and a fuel burn of 16 gallons per hour — not bad for an 8,890-pound (dry) ride. According to Pursuit's data, cruising at about this speed is optimum for the 310 and should yield 1.71 miles per gallon or a range of 400 miles from its 260-gallon fuel capacity. This is more than enough to wander the Bahamas without visiting every fuel depot.

I collected our data on the St. Lucie River in Stuart, Florida. While the conditions were not challenging, there was enough wind and chop to gain a feel for the 310's ride. When easing it ahead it begins to transition to a plane at about 2500 rpm, exhibiting a modest degree of bow rise — Pursuit's numbers suggest a maximum of six degrees. If you put the throttles down hard it gets up and goes with dispatch. I noted maximum rpm in less than 15 seconds. At speed, it runs cleanly, and its trim angle of 1.5 degrees is perfect. The 310 has a steady track, and helm input is precise. I would opt to mount the Yamaha instrument display on the dash, instead of the overhead; it's easier on the neck.

While the term *deep-V* is a popular marketing tool, the 310's 24-degree transom deadrise is the real deal. Marketing director David Glenn recently delivered a 310 to a new owner in the Bahamas. The trip included a single day's run of 185 miles from Fort Pierce, Florida, to Chub Cay, Bahamas.

LOA: 31'2"
LWL: 26'6"
BEAM: 9'6"
DRAFT: 2'10" (motors down)
DISPL.: 8,890 lb. (dry)
FUEL: 260 gal.
WATER: 20 gal.
TRANSOM DEADRISE: 24 degrees
ENGINE OPTION: 2 x 250 hp Yamaha 4-stroke outboards
ENGINE TESTED: 2 x 300 hp Yamaha 4-stroke outboards
BASE PRICE: $229,810



RPM	KNOTS	GPH	dB(A)
600	3.4	1.2	64
1000	5.6	2.5	69
1500	7.2	4.4	74
2000	7.8	7.5	76
2500	13.0	9.6	82
3000	18.4	13.0	83
3500	26.8	16.0	84
4000	31.6	21.2	87
4500	35.2	28.4	88
5000	41.7	35.7	90
5500	44.4	45.1	92
5900	47.4	52.4	94

TEST CONDITIONS: Speeds were measured by GPS in the St. Lucie River in Stuart, Florida, with a light chop and 10 knots of wind, with ½ load of fuel and two people on board. Fuel consumption was calculated from the electronic engine-monitoring system. Sound levels were measured at the helm.





This clean, ergonomically designed console enhances the driving experience. Comfortable seating (below) and a head (above) make longer trips easier.

On the first 83-mile leg, Glenn crossed the Gulf Stream to West End, averaging about 28 knots in seas of two to four feet and 15-knot winds — typical crossing weather. After clearing customs he pushed on to Chub, holding his speed in beam seas of four to six feet. Including the break in West End for paperwork, the trip took nine hours.

The 310 has the sort of features that folks expect in a high-end center console. Its adjustable helm and dual companion seating provide good visibility and comfort, and its console has plenty of space for big-screen electronics. Our test boat's acrylic windscreen provided good protection; however, safety glass is now standard — an improvement. Its cockpit area has aft-facing bench seating, a refrigerator and an insulated cooler. A tackle center, a livewell, a cutting board and a sink are designed into the neatly molded cabinetwork. A fish box in the sole is plumbed with a macerator and drains overboard. The transom bench seat has a 39-gallon removable liner that drains overboard.

Forward, a door in the console allows access to a fixed marine sanitation device that is plumbed to a 20-gallon holding tank. A 20-gallon freshwater tank feeds the head's sink/shower and the cockpit sink. A seating area forward of the console is arranged around a table/sun pad insert that can be stowed out of the way in the console. There is rod stowage under the forward seating. A tidy anchor and windlass system are hidden in the bow and accessed through a foredeck hatch. The 310 is topped off with a powder-coated aluminum and fiberglass hardtop with integral lighting — very nice!

Although the 310's layout and features are fairly typical, it is distinct. You can see and feel the difference in the detail. The interior of the livewell, for example, has LED lighting and is finished in a fish-friendly oceania blue. Its one-piece resin-infused stringer and web-frame system not only lends to its strength but also complements the finished appearance of its bilges.



The 310 is priced at $229,810, which includes a stylish hardtop and a pair of 300-horsepower Yamahas. The short option list has a variety of gelcoat hull colors and a towing package with a tow eye and a soft rub rail.

To focus solely on the 310's application as a yacht tender would be a mistake, since it is quite capable on its own, without a tow line. For those moving up or down in the market, it would be a great choice for fishing hands-on offshore, running to the islands or simply taking a sunset cruise. It is a perfect Swiss Army knife of a ride! ❑

Pursuit, 772-465-6006; www.pursuitboats.com

Friday Harbor It's a great place, any day of the week.

By Capt. Richard Rodriguez

Just 60 miles north of Seattle lies some of the best cruising in the country. Hundreds of miles of protected waters encompass the Salish Sea and the San Juan Islands, still the premiere destination for Pacific Northwest yachtsmen. The archipelago includes four islands served by Washington State Ferries and 11 islands that are part of the state park system. If you have a boat, cruising here is still a great value.

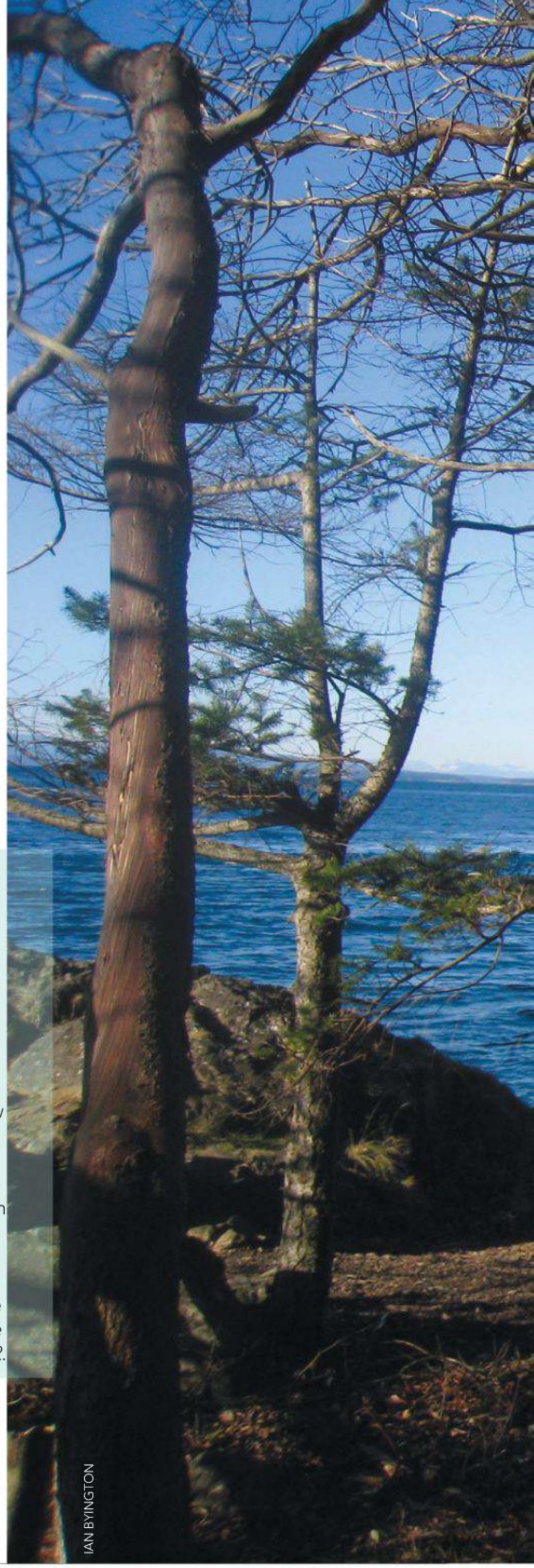
The heart of the region is the city of Friday Harbor on San Juan Island. The Port of Friday Harbor Marina accommodates 500 boats and has 150 slips dedicated to transient boaters. Port Manager Tami Hayes will go out of her way to make your experience a good one. The port will let you tie up for a maximum of four hours free of charge while you provision, do laundry and chores, etc. King's Market is only about three blocks from the marina, and you can arrange for a ride if your load is too large to carry. The port has a great laundry facility adjacent to the customs office — by far the cleanest I've ever seen. Boating services abound: Friday Harbor Marine Center (at the docks), Kings Marine, Jensen & Sons Boatyard and Marina and West Marine are all easy to access.

Friday Harbor is a walker's dream, and there are plenty of things to do: two grocery stores, a pharmacy, the Whale Museum, whale-watching excursions, bike and kayak rentals and lots of fun shopping. Don't miss the local farmer's market on Saturdays from 10 a.m. to 1 p.m. in the courthouse parking lot for local crafts, freshly baked goods, vegetables, cheese and seafood. There are lots of options when it comes to dining. My personal favorites that are not to be missed include: Cask and Schooner Public House, Downriggers, Rocky Bay Cafe, San Juan Ice Cream Co., the Backdoor Kitchen, the Bean Cafe and the Doctor's Office Cafe. Come casual because the uniform du jour is usually fleece and jeans.

San Juan Island is home to Pelindaba Lavender, a premier grower of lavender plants and seller of handcrafted lavender products. One of its products is Hydrosol, a virtually universal cleaner that I use on everything, from my iPad screen to the engine, from the galley to the head. This product is remarkable, as well

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Outside of town, cruisers will find unspoiled nature and vistas. Leave the Top-Siders on board and take a long hike.

IAN BYINGTON



as being 100 percent natural. I know folks that swear by it as an insect repellent. Be sure to stop by Pelindaba's shop on First Street.

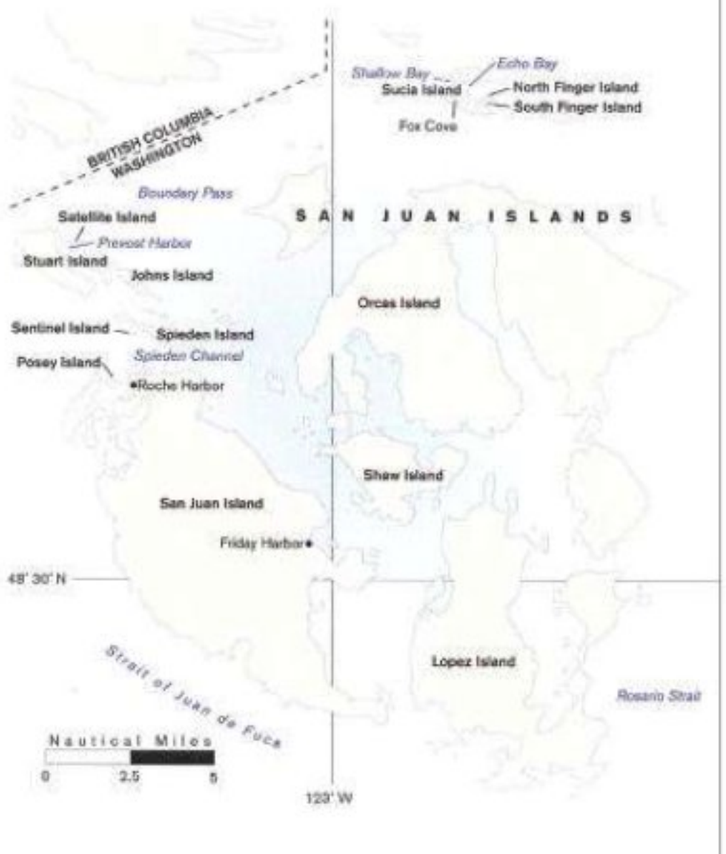
Friday Harbor is still a working port. You'll find barges moving goods through the islands, commercial and native fishermen, towing operators and various-size passenger vessels. It is important to know that most commercial traffic does not monitor Channel 16 since it is not required to when participating in VTS — Vessel Traffic Service. You can reach it on Channel 13 (bridge to bridge) or Channel 5A (VTS). Give them a call; the pros will appreciate knowing your intentions and not having to second-guess what might happen. The Washington State Ferries that ply the islands comprise the largest ferry fleet in the country.

As the adage goes, it all comes down to location, location, location. Eight other marinas are within 10 miles of Friday Harbor. Washington marine state parks abound; eight parks are also within 10 miles. My favorites are Jones Island, Reid Harbor at Stuart Island and Fossil Bay at Sucia Island. Take the route less traveled, where there are plenty of anchoring options that are not frequented by charter boats and the masses. Looking to get away from the traditional marinas and state parks, locals often seek refuge in Indian Cove, McKay Harbor and Parks Bay. A few years ago I directed some friends to Indian Cove on the Fourth of July, and they were the only ones there. Just a caveat: Most of the land surrounding these anchorages is private, so be respectful, and although most texts insist that you have a scope of 7:1, you'll find that folks in the Northwest typically shorten to between 3:1 and 4:1 once the hook is set.

One of the wonders of cruising in the Salish Sea is the chance of coming upon Southern Resident killer whales. Orcas are an icon of Washington's marine world, but they are classified as an endangered species by the U.S. and Canadian federal governments and by Washington state. The February 2010 population of 89 whales remains well below the 98 whales recorded in 1995. Among the threats to the well-being of the orcas are the declining population of salmon (especially chinook salmon), exposure to toxic pollutants, and vessel noise and presence. Because of this, the regulations state that you stay at least 200 yards from these animals and do not impede their paths. They are notoriously curious and may come close to take a look at you, so be aware. Minke and gray whales are also known to frequent the area, and porpoises and seals are abundant. Watch the trees for bald eagles, and you might even glimpse a mountain goat or antelope on the bare face of Spieden Island, a vestige of its past history as a game preserve.

If you decide to take advantage of this cruising wonderland, here are a few hints to reduce your chances of meeting a towing operator on the water. Remember that tides and currents are especially important factors when cruising this area. The normal tidal range is nine to 10 feet, and local currents average about 5 knots and in a few passes pick up to 12 knots. August (or Fogust as the locals say) brings advection fog. While you might be tempted to believe the fog will burn off sometime around noon, that isn't the case. Advection fog occurs when moist air passes over a cool surface by advection (wind) and is cooled. It is common when a warm front passes over cooler water, as is the case in the San Juans, so be prepared to navigate in the fog. Pay particular attention to the weather and the state of the tide. Happy cruising. ❑

Richard Rodriguez is a U.S. Coast Guard licensed Master. He has worked in the San Juan Islands for nine seasons as a commercial-assistance towing operator and has responded to more than 1,200 vessels in distress. During the off-season Rodriguez is the director of operations for Zenith Maritime.



RESOURCES

- **Backdoor Kitchen**, *www.backdoorkitchen.com*
- **Cask and Schooner**, *www.caskandschooner.com*
- **Friday Harbor Marine Center**, *www.sjimarine.com*
- **Kings Marine**, *www.kings-market.com/marine.html*
- **Jensen & Sons Boatyard and Marina**, *www.jensenshipyard.com*
- **Pelindaba Lavender**, *www.pelindabalavender.com*
- **Port of Friday Harbor**, *www.portfridayharbor.org*
- **Rocky Bay Cafe**, 360-378-5051
- **The Bean Cafe**, 360-370-5858
- **The Doctor's Office Cafe**, *www.do-cafe.com*
- **West Marine**, 360-378-1086
- **Vessel Assist**, *www.towlinemarineassist.us*
- **Washington State Parks**, *www.parks.wa.gov*

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Rescue Me Can your crew get back to the harbor without you?

By Capt. Michael Howorth

The nightmare of every passenger aboard a light aircraft is that the pilot will somehow be put out of action. It has happened before in chilling fashion when a small private plane lost pressurization. Incapacitated from hypoxia, the main man slumped over his controls. The passenger desperately pleaded for assistance over the radio. Despite help from other pilots and air traffic controllers, they could not turn off the autopilot to get the airplane to descend and they could not find an oxygen mask to buy extra time to figure it out.

Readers will argue, "That was an airplane and it could not happen on a yacht," but I have to disagree. I first went to sea back when we used sextants and have been around yachting ever since. Recently I went boating on a younger friend's yacht. He happened to be a diabetic. The first clue I got that he had messed up his medication was when he did not reappear from resetting the electronics circuit board in the engine room. I found him slumped on the floor plates, but the ship was still electrically dead. Being a security-conscious guy, this captain had set up his boat to require a four-digit PIN to reactivate the electronics box. Try as I might I could not get power to the VHF or any other electronic device. Nor could I get the electric starter motors to turn. I was fortunate to have still been within mobile phone range, and I was able to reach his secretary, who knew that he had the numbers (*wait for it*) written on the back of his desk diary! I got the boat started, called an ambulance and got it to meet me as I brought the boat alongside the dock. That incident ended well, but it could have been a lot different.

Generally, among those who go yachting, one person is the sailor and driving force behind the ownership of a craft. The other simply embraces boating with great enthusiasm and may become an expert. For others, boating remains a means of transport from A to B during the weekend or while on vacation. Some take great pride in knowing nothing about running the boat and love to relax and leave others to get on with it. Whatever the reason, there are many out there on yachts, especially couples on weekends, for whom one partner has not got a clue how to operate a boat.

If you are the captain of such a boat, could your novice crew cope in an emergency? Would they know how to call for help? Could they run the boat safely until help arrived or, at the worst, get the boat back into harbor? Some routines, like correct radio procedure, can be made simple by having an emergency list fixed on the bulkhead; other skills, such as steering the boat, must be practiced beforehand.

If the captain suddenly drops to the deck unconscious, it is important that the novice crew knows that in fairly short order it has to: stop the boat, deal with the injury, ascertain the boat's position and summon help. Talking about such a possibility before you set off from the dock is a good idea. It is important to show your crew how to stop the yacht, how to read the GPS and how to use the radio.

Unless the yacht is close to the shore or in a channel, simply stopping and letting her drift should be safe, at least temporarily. This will give time to deal with the unconscious casualty. Most people have had some emergency first aid training, but as always, having a crib sheet on how to perform CPR (cardiopulmonary resuscitation) is valuable.

The immediate reaction in an emergency is to yell for help and then grab a mobile phone and call 911. The inexperienced would not know that the VHF is more likely to alert nearby boaters who could provide immediate assistance. Every yacht should have an emergency card permanently fixed beside the radio so anyone can follow the instructions and send a mayday message.

Make sure everyone who sails aboard your yacht, even for just an hour, understands the value of radio and knows how to follow the instructions. Then, with help on its way, the temporary captain can, while continuing to monitor the casualty, congratulate himself or herself on calmly handling the emergency. ❑

Make sure the crew knows how to hail for an assist from the Coast Guard if the captain can't.

JAY COYLE

Memories Are Priceless.

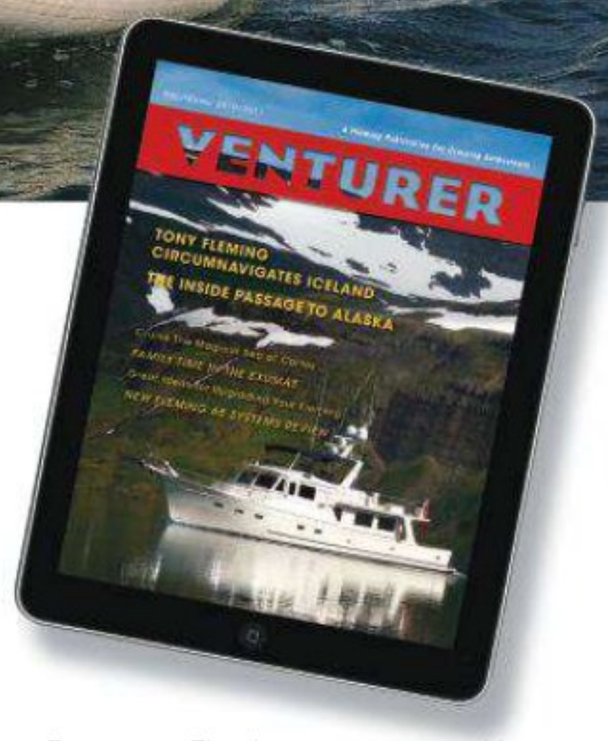


Sharon Ann, a Fleming 55 anchored in the Abacos

"If you dream of cruising, do it now. Prices of serious cruising yachts will never be less, while your memories will be priceless. Your only regret may be that you didn't act sooner."
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FOR THE SMILES THE **PRINCESS 64** WILL PROVOKE.

BY CHRIS CASWELL

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I AM AN ANGLOPHILE. I NEED TO BE VERY CLEAR ABOUT THIS.

I love the Brits, I love their warm beer and kidney pie, I love their cheerful cabbies and helpful bobbies, and I even love their often-soggy weather. And I love their boats.

The Princess 64 is no exception. This model is like a breath of fresh air on a spring day in the English countryside. Although the Princess 64 is decidedly Euro in her swoops and curves, drawing her DNA more from Sophia Loren than from Margaret Thatcher, she is a lovely yacht and she will draw admiring looks whether the marina is in Ipswich or Block Island, Dubai or San Diego.

The Brits also *know* how to build boats. It's not just that there was a time when the sun never set on The Empire or that the Royal Navy once ruled the waves; it's more about being an island nation, surrounded by truly rough water. The English Channel has such appalling conditions that it kept invaders at bay for centuries, even though they could clearly see the white cliffs of Dover. The North Sea? Just another synonym for nasty. Same for the Irish Sea.

So British boats are built long on strong, and the Princess 64 is as tough as nails under that silken exterior. Cleats, thoughtfully positioned handrails and the all-important lifeline stanchions are bolted through solid backing plates so there is never a question of strength.

Anti-slip surfaces are excellent, but the Princess folks, true Brits at heart, know that a planked teak deck gives sure footing whether you're handling dock lines on a rainy day or fighting at the Battle of Trafalgar. So standard equipment on the Princess 64 includes a teak cockpit sole, teak on the bridge, teak on the swim platform and teak steps to the bridge and side decks. And this isn't just the usual skimpy teak veneer, but solid planks that will take all the abuse you can dish out.

Horatio Nelson's flagship was wood, of course, but that hasn't stopped Princess from embracing modern technology with full push-pull resin infusion throughout the 64 — including not just the hull and deck, but also the deck hatches, inner liners and all other ancillary parts. It also does something very smart: Clear gelcoat is used below the waterline so that any voids or flaws can be seen as soon as the hull pops out of the mold. Clear gelcoat also makes it much easier if repairs are needed, since any damage is visible. Above the waterline, Princess uses PVC coring for strength and insulation from both temperature and sound.

So is the Princess 64 a new design? Well, sort of. She is, in fact, an evolution from the Princess 63, but it's a bit confusing because the 63 was actually 62 feet 6 inches, while the new 64 is 64 feet 10 inches, or 2 feet 4 inches longer. The supposed length in the title doesn't reflect the gains made with the 64, which has a much larger cockpit with enough room for a wraparound settee rather than the usual bench seat against the transom.

Both hulls (and, in fact, the entire Princess line) were designed by Bernard Olesinski, and they have a comfortable, solid and reassuring seaworthiness under way. Double strakes and a hard chine that rises above the waterline at the bow soften the ride in those square-edge seas of the English Channel, and they also roll the water out to the side rather than back in your face.

Standard equipment includes a hydraulic/electric swim platform that serves as the tender storage and launching system, which eliminates the need for either a bulky davit or a transom garage, which would take up interior room. (One owner is planning to put a 12-foot Boston Whaler on the platform, which gives you an idea of the space available.) And, with the tender launched, the platform makes a delightful semisubmerged "beach" for swimming.

Try to find a bad line of sight in this photo. You won't. There's a full view of the outside from the settees, galley and lower helm station.



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The Princess 64 idles along while cruising through Thailand. The amidships master stateroom spans the entire beam (below).



The cockpit, as I mentioned, benefits from the additional length with a full lounge, but before I get to the fluffy interior, I have to admire the crew cabin. With no tender garage, there is room for a truly civilized two-berth crew cabin complete with — get this — an en suite head with shower stall. This isn't the usual European crew cabin that would make solitary confinement at Alcatraz seem appealing, but a comfy getaway with an entry that doesn't make everyone move off the settee. Since the 64 would be a breeze for a couple to handle, the crew cabin would, I think, be perfect for a couple of teenagers who can play video games and loud music without disturbing anyone.

Triple-frame sliding doors open the interior to the cockpit, and you must notice that this is essentially a one-level living area: The salon incorporates the entertainment area, dining table, galley and lower helm in one seamless space. A pop-up TV is aft, facing a U-shape lounge with cocktail table, surrounded by the black cherry joinery on our test 64, though oak and walnut are also available. The finish is satin rather than the usual high-gloss finish found on many imported yachts, making it very easy to flawlessly touch up.

The galley is open (sliders can partition it on the after side) and pleasant, with a stand-up Waeco refrigerator, oversize self-closing drawers and a dedicated crockery drawer perfectly fitted for the set of Princess china dinnerware. One thing that you quickly notice if you poke around a bit on the 64 is that Princess does a superb job of using every bit of space to create useful stowage: under the settees, beneath counters, even under the cocktail table.

The dinette comfortably seats eight, which I mention because so many manufacturers forget how many berths they have when creating the dinette. In this case, a pair of stools that store neatly under the forward berth provide all the extra seating needed.

The lower helm clearly comes from the nation that brings us the Aston Martin, with a pair of superbly upholstered leather bucket seats and a dashboard that is easy to scan. Standard electronics are a full Simrad package, including radar, chart plotter and GPS, although our test boat had been fitted with Furuno as an owner's option.

At the skipper's elbow is a door to the side deck, adding to the ease of handling the 64 short-handed. But wait! This isn't just your usual pantograph door. First, it's made of carbon fiber so it's really light, and second, it closes with an electric lock, making the kind of whooshy noise I imagine astronauts hear as they are sealed into their capsule. Way cool.

I also have to note that the line of sight from the lower helm is exceptional. Because of the open nature of the salon, the skipper has only a teensy blind spot right behind his head (the fridge), but even the sight lines to the corner of the stern are good.

The staterooms are everything you'd expect from a boatbuilder owned by Louis Vuitton Moet Hennessy. No, there's no Vuitton pattern on the seats and not a champagne bucket in sight, but it's pure luxe throughout. Just getting to the cabins is an experience, from the gentle stairs with an atrium effect overhead to the rails wrapped in exquisite stitched leather.

The master stateroom spans the full beam amidships, with a stylish padded headboard for the king-size centerline berth and huge ports that provide a view of the surroundings. A note on these ports: Rather than the usual separately fitted panes used on many yachts, Princess uses a massive single frame with its own

ACERT YOURSELF

You're at a boat show and Joe Salesman is pitching you hard, using all the technolingo he can muster. At one point, he says, "And these are the very latest ACERT diesels from Caterpillar."

Huh?

Caterpillar ACERT diesels, like those on the Princess 64, are the latest in a series of evolutionary and incremental improvements made by Cat on its engines. As you may know, Cat engines power an immense number of trucks and construction machines, with the trucks alone accounting for 70 million miles a day. A day!

So it made sense for Cat to make its diesels as economical as possible. Enter ACERT. Cat threw more than $500 million at the project and wound up with more than 250 patents. But what does this mean to you, Mr. Boatowner?

Engineers working on ACERT had to deal with 125 variables to find the optimum balance among reduced emissions, engine performance, fuel efficiency and, of course, durability.

In the simplest terms, a Cat ACERT diesel provides two major advantages. First, the fuel system allows for multiple injections, called "microbursts," during each combustion cycle. This means that smaller amounts of fuel are injected at precise times, rather than just one big squirt that wastes fuel (and increases the emissions of unburned fuels).

Second, a sophisticated air system brings more cool air to the combustion chamber, because cool air provides more power than hot air. A wastegate turbocharger ups the low-end response when you shove the throttles forward, and crossflow cylinder heads minimize the restrictions of airflow to the engine.

Bottom line: The Caterpillar ACERT system provides a highly efficient engine that combines economy, power and durability.



The lower helm station is designed for driving at high speeds.

mullions, recessed in the hull side for protection.

The master has the usual bureau, to starboard, but with a cute fillip: The vanity pulls out so the berth becomes the seat. To port is a chaise that Dr. Sigmund Freud would have loved in his office, and I give Princess great credit for hanging lockers that are full length. The master head features a teak sole and a huge shower.

Forward, the VIP stateroom also has an en suite head with a circular shower and generous stowage. In between the two staterooms are a stacked-bunk cabin to port and a double-berth cabin to starboard with private access to the day-head with shower. The two berths slide together at the touch of a button to become a double, and the mechanism is neatly hidden too.

The bridge is perfect for fine days, with a large settee (again for eight!), a wet bar/galley with barbecue, refrigerator drawers and sink, and the predictable sun pad aft. This is a British yacht, after all, so the wind protection is exceptional, with a windscreen forward and Perspex dodgers aft that don't block the view.

The skipper and a companion inhabit two helm seats behind a fiberglass console, and a bench seat opposite seats two more guests. And as elsewhere on the Princess 64, sturdy rails provide security.

Power for our test boat was a pair of 1,150-horsepower Caterpillar C18 ACERTs, which are the most powerful of the three engine options. Smallest is a pair of 900-horsepower Volvo D13s, with the detuned 1,015-horsepower Cat C18 option in the middle.

LOA: 64'10"
BEAM: 16'7"
DRAFT: 4'9"
DISPL.: 66,140 lb.
FUEL: 900 gal.
WATER: 240 gal.
ENGINE OPTIONS: 2 x 900 hp Volvo Penta D13 diesels
ENGINES TESTED: 2 x 1,050 hp Cat C18 ACERT diesels
BASE PRICE: Upon request

RPM	KNOTS	GPH	dB(A)
600	7.3	1.0	68
900	9.6	6.0	68
1200	11.8	23	70
1500	15.9	42	74
1800	22.2	73	76
2100	28.8	89	76
2350	33.7	114	76

TEST CONDITIONS: Speeds were measured by GPS off Riviera Beach, Florida, with flat seas and light winds, a full load of fuel, ½ load of water and four people aboard. Fuel consumption was calculated by the electronic engine-monitoring system. Sound levels were measured at the helm.



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The Brits may be cutting-edge in their construction, but they have chosen to stay with conventional shaft drives rather than join the rush to pod systems, for several good reasons. First, the system doesn't require any modifications to a well-proven hull, and second, shaft drives are easily serviced worldwide. Next, it keeps the engine weight amidships to reduce the bow angle, and last, it allows for those spacious crew quarters plus a lazarette for a generator and systems.

That doesn't mean you lose any of the nimbleness attributed to pod drives, because Princess offers joystick controls that link the engines with the variable-speed electric bow thruster for one-handed control. Our test boat had the optional stern thruster, which links with the joystick as well, and, with the locking function, the thrusters can be used to hold the yacht against a pier while docking short-handed.

Performance of our test boat with the larger engines was surprisingly quick, which is a tribute to the light but strong construction and the slippery hull design. We topped out at nearly 34 knots, averaged on two-way runs. That's not bad for moving some 33 tons — plus, in our case, full fuel and half water.

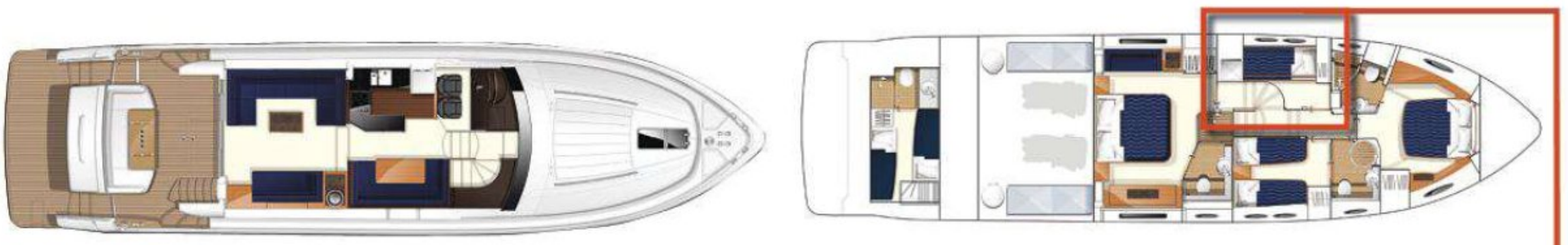
Steering is sports-car easy, and, depending on how often you want to visit the fuel dock, she has a cruising speed of 27 to 30 knots. Why give a spread? Because our test figures showed that she has exactly the same range (257 miles) at either 26.7 knots or 30.8 knots. Again, a tribute to a well-balanced and efficient hull.

The Princess 64 is imported by Viking Sport Cruisers, which takes the basic yacht and then greatly expands the standard equipment list. These upgraded yachts are built to Viking specifications to meet or exceed all U.S. Coast Guard, American Boat and Yacht Council and National Marine Manufacturers Association regulations and recommendations.

Among the equipment added or changed by Viking Sport Cruisers is the upgraded Cat C18 ACERT engines, the electrical system (to U.S. 120 volts/60 Hz), central vacuum, upgraded generator (to 21.5 kW), vacuum heads and a turnkey package including linens, china and cutlery.

As you can guess, I liked the Princess 64 a lot. Built tough but luxuriously fitted, fast but seaworthy, she should be on your short list at the next boat show. ❑

Viking Sport Cruisers, 877-846-9874; www.princessyachts-us.com



Princess offers an optional layout that replaces the portside guest stateroom with an office that is open to the landing on the lower deck.



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Tommy Rybovich, bottom left, with Charley Johnson (who commissioned Rybovich hull No. 1). Behind Mr. Johnson, standing, is John Rybovich. To the right, Emil Rybovich stands behind Pops Rybovich. (Circa 1956)

FISHING PERFECTION

The origins of the offshore tournament boat.

BY JAY COYLE

"MANY *men go fishing their entire lives without knowing it is not fish they are after."* This quote by Henry David Thoreau comes to mind when I see sport-fishing boats soaring to more than 100 feet in length. How far we've come from the early days of the sport, when boats were built simply to chase billfish and tuna. These early designs crafted by Rybovich, Whiticar and Merritt challenge the popular notion that bigger is always better.

"When folks go fishing these days, they don't want to leave anything behind … the house … the office … the works," said Mike Rybovich, boatbuilder and son of Emil Rybovich, one of three brothers who were the first family of tournament fish-boat building. There is little argument among those who are fishy that the modern tournament fish boat was invented in Palm Beach, Florida, at the Rybovich & Sons boatyard.

The brothers Rybovich — John, Tommy and Emil — had grown up in their father Pops' service yard. "Uncle John loved to fish. … A 26-foot boat the yard took in trade for an unpaid bill served as his test bed," Mike Rybovich said. Most credit John Rybovich with the invention of the modern fighting chair, aluminum outriggers and the tuna door. "Uncle Tommy was a genius in boat design and was always trying to figure out how to make a hull more efficient." Emil took Tommy's and John's ideas and made them work. "Dad was a born troubleshooter and problem solver," Rybovich explained.

By the late 1930s, the big game-fishing adventures of Zane Grey and innovations in tackle had inspired anglers to modify the cruisers of the day for deep-sea fishing. This kept the Rybovich yard busy before the war, and it was this experience and a good customer that led to its first build in 1947. The 34-foot *Miss Chevy II* was designed to fish the Cat Cay Tuna Tournament — she would be a teak and mahogany jewel box. A veteran of the tournament, John Rybovich explained to his brothers what was needed. Tommy came up with the drawings and Emil chose the power.

The Rybovich brothers built 79 boats in the next 28 years — a team effort — sort of. "The notion that we were one big, happy boatbuilding family is not quite accurate," Rybovich said with a laugh. "My dad and uncles loved each other dearly, but like all siblings there was competition — each wanted to be better than the other." The most frequent conflict was between Tommy, the visionary designer, and Emil, the practical engineer. "Dad idolized Uncle Tommy but it bugged him that Tommy would never run the boats — Dad did all the sea trials," Rybovich said. "No boat is perfect, and if Dad suggested a problem or an improvement, it would cause a major stink."

Ultimately the brothers worked together and the boats evolved — each a bit better than the one before. Today Mike Rybovich builds outstanding fishing boats — 20 to date, from 24 to 78 feet. All have been built of cold-molded wood; however, Rybovich is considering other materials and is working on even larger designs. "For me it's all about a good result — a good boat."



A fleet of Rybovich boats heads out looking for the fish during a 1965 tournament in Bimini, Bahamas.

PHOTO FINISH

FOR A COMPLETE PHOTO GALLERY OF WHITICARS, MERRITTS AND RYBOVICHS, GO TO YACHTINGMAGAZINE.COM.



The Merritt 42 *Caliban* is still one good-looking gal.



Allen and Buddy Merritt.

HOW FAR WE'VE COME FROM THE EARLY DAYS OF THE SPORT, WHEN BOATS WERE BUILT SIMPLY TO CHASE BILLFISH AND TUNA.

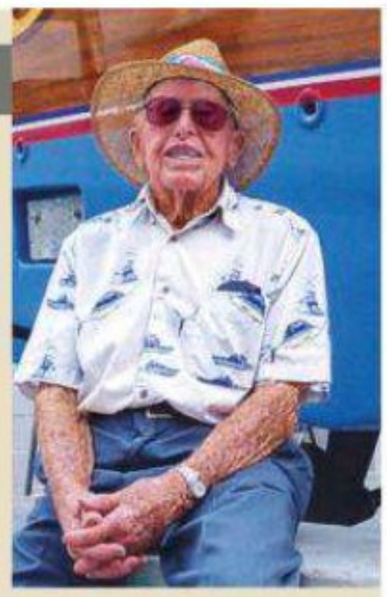
About the time Pops Rybovich was settling in Palm Beach, Addison Whiticar arrived in Florida to fish commercially in the waters off Stuart — just 40 miles north. As tourists flocked to the area after World War II, wealthy anglers sought the services of Whiticar and his sons Curt, Jack and Johnson. Such were the humble beginnings of the Whiticar charter fishing fleet. Unlike Rybovich, Curt Whiticar created his first 11 boats for his personal use and the family charter business, said John Whiticar, Curt's son. John Whiticar now runs the yard with his cousin Jim Dragseth. Jim's father, John Dragseth, helped Curt build the yard and the fleet. "By the early 1950s," Whiticar said, "our family's charter customers began commissioning their own boats. Most averaged about 38 feet in length and were very basic compared with what we build today." These early Whiticars were plank-on-frame construction. Most were powered with gas engines and ran about 18 knots. Whiticar's most recent builds are state-of-the-art tournament designs with cold-molded hulls and cored fiberglass superstructures. The yard's last two 76-footers cruised at about 30 knots.

Brothers Buddy and Allen Merritt were veterans of the Cat Cay tournaments as well. They began building boats in 1955 at their family's service yard 20 miles south of Rybovich's in Pompano Beach. "Uncle Buddy built the boats and my dad (Allen) managed the business — he still comes to work today at age 89," said Roy Merritt, who has managed the yard since the mid-1970s. "Uncle Buddy was a pioneer in tuna fishing," Merritt said. "Back then some skippers put seats atop the gin pole so they could see. … Uncle Buddy put a mast on the boat with a control station — basically two ropes led through blocks to the bridge wheel. He looked like he was milking a cow up there," remembered Allen Merritt.

"In 1955, Uncle Buddy finished a 34-footer my granddad had started," Merritt said. "She was designed and lofted by the Norseman yard in Miami." Buddy Merritt designed her cockpit and her graceful profile. "Uncle Buddy knew how a fishing boat should be." She was built for a charter guest, and Merritt remembered she cost about $17,000. The 34 grew to 35 and then became the iconic 37 Merritt. Her size was tailored to the fishery. "The whole idea of tuna fishing with big boats doesn't work; the flat wake of the 37 was perfect. It was the boat to have, and we were fortunate to have the best crews fishing them at the time." In all, just 12 37s were built, and all but two are still in service. The boats that followed the 37 were larger and just as successful. "In the 1970s I asked my granddad if I could build a boat using the jig we had for a 42 — it seemed a lot better than painting bottoms," Merritt said with a laugh. The 42 became the 43 — 13 were built. Three 53s, a 54 and a 55 followed — all classics.

Some captains say Roy Merritt can be opinionated when it comes to his boats, but that's a good thing. "It's true we build boats a certain way. … We feel it's the right way," Merritt said. "If someone thinks differently I'll listen, but they're going to have

CURT WHITICAR



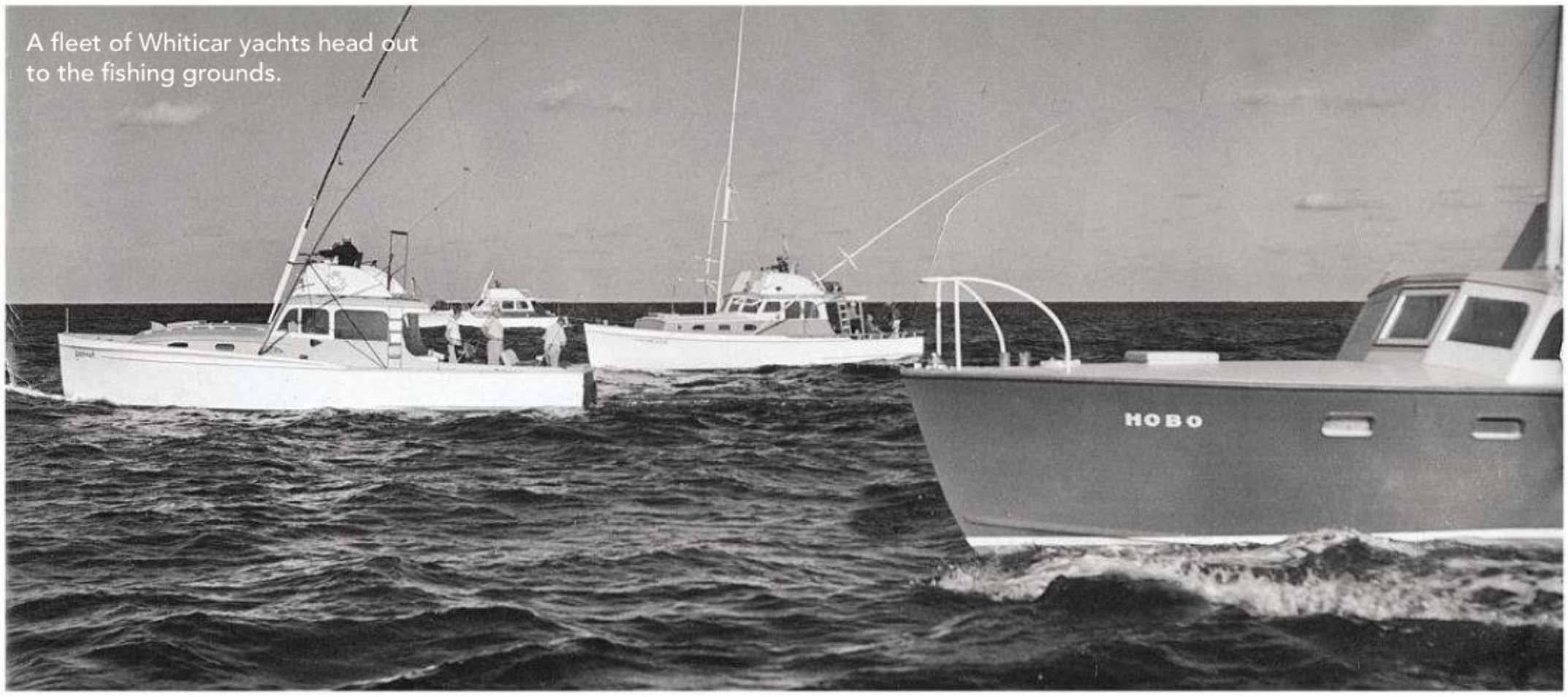
If you care to know something about the history of Florida fish-boat building, you can't do better than talking to someone who lived it — all of it! After attending Curt Whiticar's 100th birthday party I sat down with him at his home to talk about boats. We chatted in his al-fresco art studio — he's painted for 80 years. In between fishing with his family, Whiticar taught himself yacht design, studying Westlawn and reading *Skene's Elements of Yacht Design*. "Most of what I learned was from observing other designers' mistakes," Whiticar said with a grin. He remembers watching the typical boats of the day struggle in the St. Lucie Inlet. "Dad had two customers with 34-foot Elcos — both broached." To avoid a similar fate for his boats, Whiticar crafted his designs with rocker in the fairbody line forward. "This gives you fuller, shallower sections and a forefoot less likely to hook in a following sea." Whiticar also prefers a modest keel and a hard chine — "makes a boat a little less clumsy in a beam sea." Whiticar insists that the most important thing is getting the weights and balance right. "I designed my boats on paper, not on the shop floor." Whiticar designed and built around 60 boats, but his favorite is still the 33-foot *Shearwater (*right*)* he built for himself in 1937. "We commercial-fished her with short riggers and used kites and longer bamboo riggers for sailfish. It wasn't so complicated. … The fish were everywhere!"



Shearwater, built in 1937, was Whiticar's seventh hull.

to explain why different is better." Merritt has advice for those thinking of building a boat. "An old captain once told me that, if you figure a certain length boat is perfect, add 10 percent and it's a whole lot better — I think he was right." Today Merritt's 72-, 78- and 86-footers are molded fiberglass and Kevlar with closed-cell foam coring. If the right customer asks, Merritt will consider building in wood, and he is currently finishing a cold-molded 66-footer. As for Merritt's favorite boat, he won't say, but he owns a 42 he helped build 44 years ago.

In my opinion, the fit, finish and sophistication of the modern tournament fish boat sets the bar for all yachts no matter the size or purpose. Does it make sense? "My dad would turn in his grave if he knew how much time we spend making engine rooms pretty — he'd think we were wasting the customer's money," Rybovich said. Merritt agrees but added, "Our customers are allowing us to be our best. … We are very fortunate." For Rybovich, Whiticar and Merritt it's always been about satisfying those fishing for perfection. ❑



A fleet of Whiticar yachts head out to the fishing grounds.

LITTLE THINGS FOR A BIG THINGS

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THE HAMPTON ENDURANCE 680 LRC REVEALS THAT A QUALITY OFFSHORE CRUISING MACHINE REALLY IS THE SUM OF ITS PARTS.

By Capt. Ken Kreisler

PHOTOGRAPHY BY SHAW MCCUTCHEON

Hold this thought by celebrated basketball coach John Wooden: "*It's the little details that are vital. Little things make big things happen.*"

By the time I caught up with the new Hampton Endurance 680 Long Range Cruiser, she was already on a tight schedule. If you're considering a boat designed and built to do some serious cruising, then it's completely understandable that you don't want to sit at the dock. And if her owner is like many of the other Hampton owners I've interviewed over the years, I suspect this boat's time at the dock will be quite limited.

I felt the pressure while trying to shoehorn my way on board for my sea trial. The latest offering in the Endurance lineup had already made an appearance at the Fort Lauderdale International Boat Show. Then she went through the detailing and cleanup from all the foot traffic, a pre-show aerial photo shoot, then an interior shoot and the final sea trial for the twin 873-horsepower Caterpillar C18 diesels. Now her owner was chomping at the bit to get his hands on the wheel of his new boat and head over the horizon to the Bahamas.

When I finally managed to get on board, along with Anchor Yacht's Forest Roberts, who heads up the Lauderdale-based Hampton dealership, Coach Wooden's words kept going through my head: "*Little things make big things happen.*"

Some of the Hampton's little things are actually big. The bottom, from the keel to six inches above the waterline, is a solid fiberglass laminate. The Kevlar-reinforced collision zone extends from the bow area 12 feet aft under water and then out to port and starboard another 12 feet. Among the truly little things I noticed is the way the legs of the stools at the portside island galley were secured. The two front legs fit neatly and securely into a cutout at the base of the counter, anchoring them to the island.

"They'll never slide or tip over while she's under way or in a sea. Simple solution," Roberts said. *Slick.*

This small touch was just the first of multiple details I discovered on the 680. A unique latch on the door of the full-size refrigerator keeps the door closed in a pitching sea. There were screens on the easy-to-swing pantograph doors. I took particular note of the electrically operated and custom-fit designer blinds on the usual out-of-reach forward windows, which will effortlessly cut harsh sunlight. I found drains on the bridge deck seamlessly connected to overfills to prevent water from pooling topside. And the engine room air intakes were located on the inboard sides of the exterior's wide walkways, in order to significantly discourage salty mist from making its way into the machinery.

Based on countless boat tests, I've found this attention to detail almost always signifies that the big items will also stand out. And they certainly did on this Endurance.

It's easy to extol Hampton's craftsmanship on the 680's interior, what with the perfectly matching African makore cherry and flawless, high-gloss finish. The accommodations layout includes comfortable and fully finished crew quarters aft — an area that could easily double as a private space for the children or grandchildren of owner/operators. Our test model featured four staterooms and four heads, with sufficient stowage, perfect for extended cruising. Several optional layouts are available.

Topside, the spacious enclosed bridge, with dining and seating area, has almost 20 feet of open space extending from the back of the house, while the main-deck cockpit has its own alfresco table and seating. In addition, there is a useful and well-placed day-head on the afterdeck. Put that all together with her Portuguese bridge and a salty profile, and this boat is ready to go.

However, it was in her Soundown-insulated and air-conditioned engine room that I could truly appreciate the builder's attention to detail and safety.

"Redundancy is one of the keys to our building philosophy," Roberts said. "We want and need our owners to feel and be safe while under way."

To that end, I found a hands-on-owner's dream space, with room to work on any part of the mains, gensets, pumps, or any other critical maintenance or service area, and the kind of backup systems that create an indisputable safety factor.

For instance, there are two saltwater air-conditioning systems







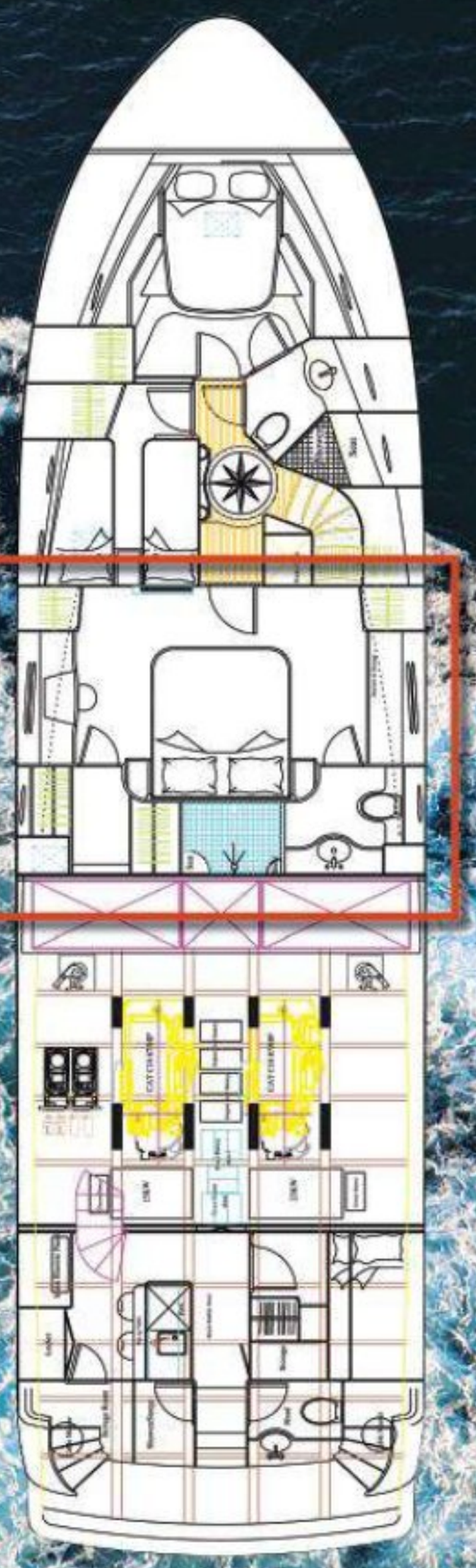
A helmsman's dream come true, the flying bridge (top) is all about excellent sight lines. The engine room makes routine checks a pleasure. Space, light, luxury (right) — home is where you find it.

www.yachtingmagazine.com

RPM	KNOTS	GPH
800	4.0	4
1000	8.4	8
1200	10.6	14
1400	11.7	22
1600	12.3	38
1800	14.0	52
2000	16.0	64
2100	17.1	82
2200	19.2	90

TEST CONDITIONS: Speeds were measured by GPS off Fort Lauderdale, Florida, in three- to four-foot seas with 10 to 15 knots of wind, full fuel and water and six people on board. Fuel consumption was calculated by the electronic engine-monitoring system.

Hampton resisted the temptation to crowd the accommodations, and designed the space to allow for a full-beam master stateroom amidships.



LOA: 68'0"
LWL: 64'8"
BEAM: 18'8"
DRAFT: 5'2"
DISPL.: 110,000 lb.
WATER: 400 gal.
FUEL: 2,000 gal.
DEADRISE: 9 degrees
ENGINES TESTED: 2 x 873 hp Caterpillar C18 diesels
BASE PRICE: $2,989,800
PRICE AS TESTED: $3,010,889



The galley offers happy chefs plenty of stowage and the bonus of camaraderie — guests will be comfortable perching and watching.

with two AC circulation pumps. There are a pair of freshwater Headhunter pumps, one 110-volt and a backup 24-volt DC unit. Two power steering pumps and a pair of heavy-duty pumps from the power-takeoff on the transmissions can drive the Wesmar nine-square-foot fins, as well as both 33-horsepower bow and stern thrusters. The automatic oil-change system services the mains, the 23 and 15 kW Kohler gensets and both transmissions. There are eight 115-amp AGM marine batteries in boxes for the house system, a pair of 200-amp, boxed AGM starting batteries per engine and a 100-amp heavy-duty battery, also boxed, for each genset. Then there are a pair of shore-power isolation transformers with ISO boost, two 75-foot Glendinning Cablemasters and a 4 kW inverter. Combine that with sturdy, no-nonsense construction and the Endurance 680 more than lives up to her name.

With owner Ted Lange at the wheel, we headed out the inlet for our sea trial.

"One important thing for me was to drive the boat head on into a sea of some size, just like those four-footers out there, and avoid the pounding we experienced on many of our other boats," Lange said.

To his delight the boat proved very responsive and there was no pounding. With the stabilizers activated, she was comfortable even when we placed the boat beam to the swells. In following and quartering seas, the 680 also responded very well. "The rudders are large enough to steer the boat without any difficulty," he said. "I was pleased with the first sea trial and at no time experienced any negative attributes."

Lange and his wife are veteran boaters. "We've had everything from 51-footers up to a 151," said Lange, beaming a new-owner smile as we toured the engine room.

"At this stage in our lives, being in our mid-70s, we wanted a boat we could handle by ourselves. We liked all we had heard and read about Hampton and decided to have a closer look. The size, interior arrangement and equipment were just what we were looking for. We were very impressed." In fact, the Langes are spending this winter aboard in the Bahamas.

Lange also mentioned the input Roberts had with the factory. "Forest has had input on some suggested improvements with the factory in China, and I think it has taken most of those, as they certainly show up in the operation of the boat."

Her performance numbers reveal another positive attribute: range. At 8.4 knots the 680 sipped fuel at a miserly eight gallons per hour. With a 2,000-gallon fuel capacity, this equates to a range of approximately 2,100 miles. "On the performance side, the 680 is all there," Roberts said. "You can get the kind of economy and range you want from her as well as being able to get up and go should the weather or conditions warrant it." Indeed, we reached a top speed of 19.2 knots, and the twin Cats gave her a high cruise of 14 knots.

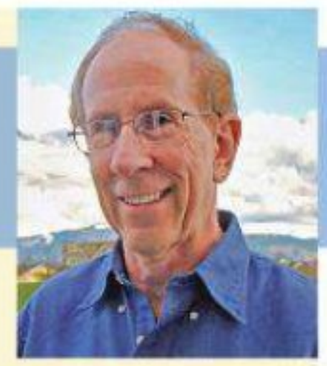
If you put together all the little things aboard Hampton's Endurance 680 LRC, the result is one well-built, well-designed yacht with the right layout, appropriate balance between power and efficiency, luxurious accommodations and cruising abilities to get the job done in style. ❑

Hampton Yachts, 949-673-6300; www.hamptonyacht.com

WANT TO SEE MORE?

TO VIEW A COMPLETE PHOTO GALLERY OF THE HAMPTON 680 LRC, VISIT YACHTINGMAGAZINE.COM.

A CONVERSATION WITH HOWARD APOLLONIO



Long respected as one of the industry's most talented and capable marine architects, Howard Apollonio's track record speaks for itself: design engineer and naval architect for the marine division of Sikorsky Aircraft; project engineer for Jacuzzi Brothers; chief naval architect for Teledyne; naval architect for Marine Construction & Design Co.; U.S. Navy engineering manager for Uniflite; owner and principal design engineer for Apollonio & Associates; and president at Apollonio Naval Architects. We caught up with him to discuss the design process of the Endurance 680.

YACHTING: What criteria do you use when approaching a project?

Apollonio: I try to identify what the key issues are for the buyer and/or the market in which the boat is to function and compete.

YACHTING: When did you first consider designing for Hampton?

Apollonio: Hampton Yachts' Seattle dealer approached me in 2004 in regards to refining a 58-footer ready for production.

YACHTING: How did you match the most efficient power requirements for use on the 680?

Apollonio: It depends on understanding the mission or intent of the user. On the 680, weight and performance estimate cycles were done to identify power and speed combinations to suit the hull's potential. The Cat C18s, at commercial rating, were chosen for their efficiency when operated at or below 1,800 rpm.

YACHTING: Hampton is known for, among other notable attributes, taking maximum advantage of space both inside and out. Given the finite space aboard the 680, for example, how does your design achieve this?

Apollonio: The Endurance Series [yachts] are like two boats in one: a most seaworthy, efficient passagemaker combined with a no-compromise yacht possessing generous living spaces. The roominess is the result of designer, builder and dealer teamwork, with care taken to provide generous headroom, walking/visual space, step heights, diverse sight lines, and passageway widths and logical traffic patterns.

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- ☑ Unitized construction from only 3 major molds
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580	630	650	***700***	730	800	860	105	118	

YACHT YARD

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ELECTRONICS 54
The vision behind Rose Point Navigation Systems.

SHIPSHAPE 57
A guide to solar-power systems.

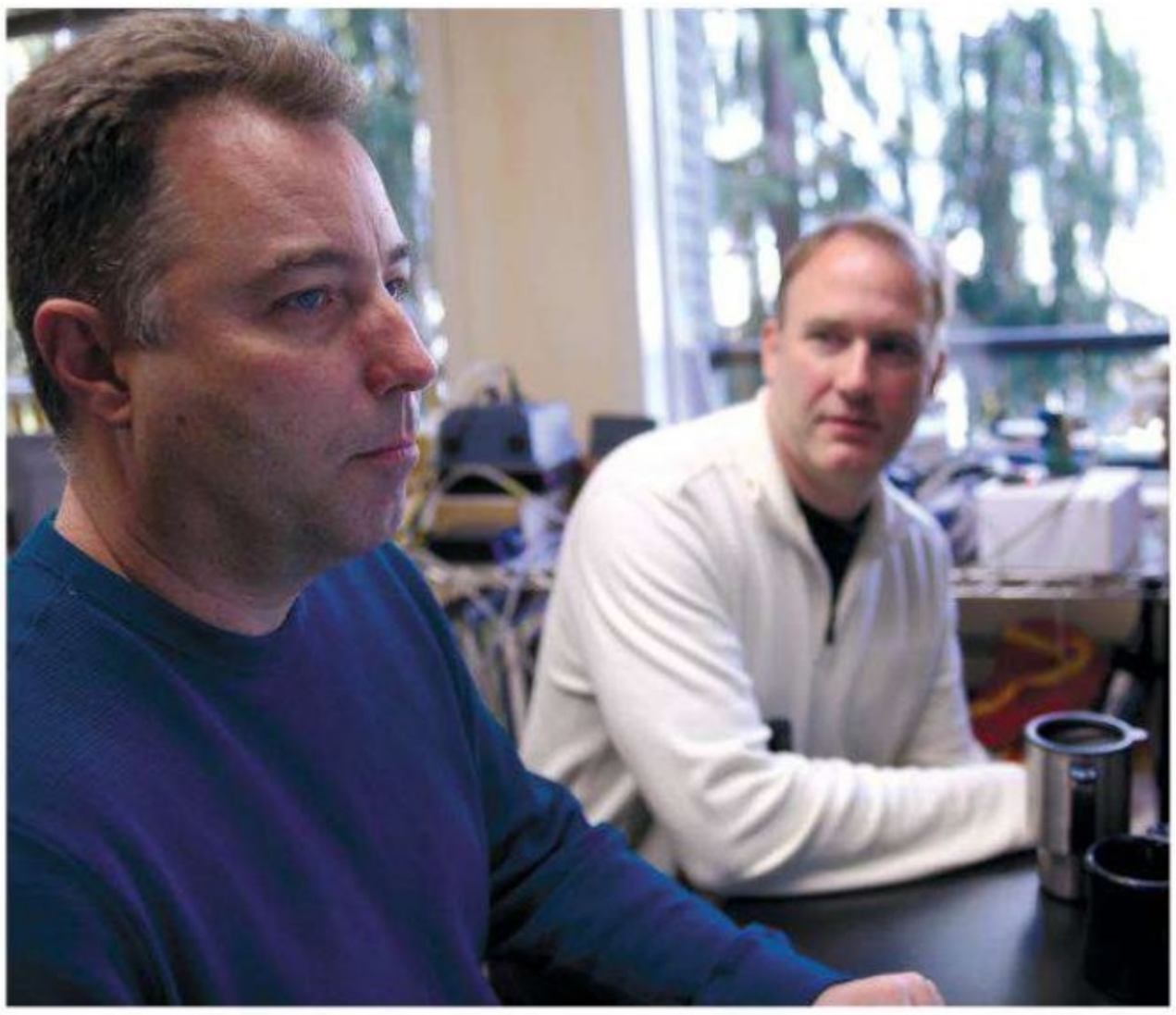
GEAR 60
Four new products for comfort and fun.

More Power to You

When spending a night on the hook in a quiet anchorage, knowing how much power remains in your boat's batteries is a key contributor to your peace of mind and safety. The LinkPro battery monitor ($350) from Xantrex can monitor up to 10,000 amps and allows you to read the vessel's battery life by displaying voltage, consumed amp-hours, charge and discharge current, remaining battery capacity and the time remaining on your battery bank, all indicated clearly on a backlit LCD monitor. The LinkPro has a programmable alarm that can be set to run the generator when the batteries' charge drops to a certain level or to turn off devices when the voltage used exceeds boundaries you've set. To read more about onboard power management, turn to Shipshape on page 57. *Xantrex, 800-446-6180; www.xantrex.com*

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BEHIND THE SCENES
FOR A DEEPER LOOK INTO ROSE POINT NAVIGATION, VISIT YACHTINGMAGAZINE.COM.



Apple Tree in the Rose Garden A look at Rose Point Navigation Systems.

By David Schmidt

Living in Seattle offers a unique view of technology. Visit any trendy neighborhood (or marina) and you're likely to see casually dressed urban professionals tapping Apple devices. Drive east across Lake Washington, however, and the road leads to Bellevue, Washington — Microsoft's hometown.

Just to the northeast of this PC boomtown is Redmond, a bedroom community for Microsoft employees and the home of Rose Point Navigation Systems (*www.rosepointnav.com*), a company that specializes in PC-based navigation software. Brad Christian, Rose Point's founder, was an early Microsoft employee who left for a cruising lifestyle aboard his 57-foot Bayliner in 2001. Frustration arrived, however, when Christian tried using the available PC-based navigation systems, which he described as "clunky and nonintuitive." Also, these programs had a reputation for crashing, and for a less-than-ideal user interface — descriptors that the Apple-hugging crowd often tosses at "Microsofties."

The problem, Christian said, was that existing PC-based navigation software suffered from its own evolution, which added layers of software that gunked up the architecture and reduced user "discoverability" and reliability. Given his background as a key project manager of Microsoft's C++ (versions 5 and 6), Christian understood that the only way to get the software that he personally wanted was to build a new system from the ground up.

He started by creating a matrix of every conceivable feature that serious cruisers would want. He then began writing the software that could support these needs, even if they weren't initially bundled with the program (e.g., weather information), while placing a high value on simplicity and usability. "Things should just work," Christian said of his software — decidedly Jobsian speak for a man with a Gatesian background.

When Christian wrote his Beta version, he had little intention of getting back into the software business, but when his friends remarked on how stable, intuitive and *easy* the program was, he realized that he had created a tool that could revolutionize the PC-based navigation market. Christian began working on a consumer version and founded Rose Point Navigation Systems in 2003. Coastal Explorer (*www.coastalexplorer.net*) was unveiled in February 2004 at the Seattle Boat Show, and the business began to grow, leasing offices and making hires.

One fortuitous interview unfurled at the Seattle Yacht Club when Christian was randomly seated with Jeff Hummel, a former Nobeltec (*cms.nobeltec.com*) employee who was instrumental in creating the first radar overlay for PC-based navigation software, and for getting vector charts to run properly on the Nobeltec platform. The conversation swung to business, and Hummel started working full-time for Rose Point as director of sales and marketing in December 2004.

"Being boaters, we know the features that people need — we're not into frilly bells and whistles," Hummel explained, citing 3-D charts as an example. They aren't useful, he said. They look great at a boat show, but you can't use them for navigation. Instead, Rose Point focuses on essentials, such as routing,



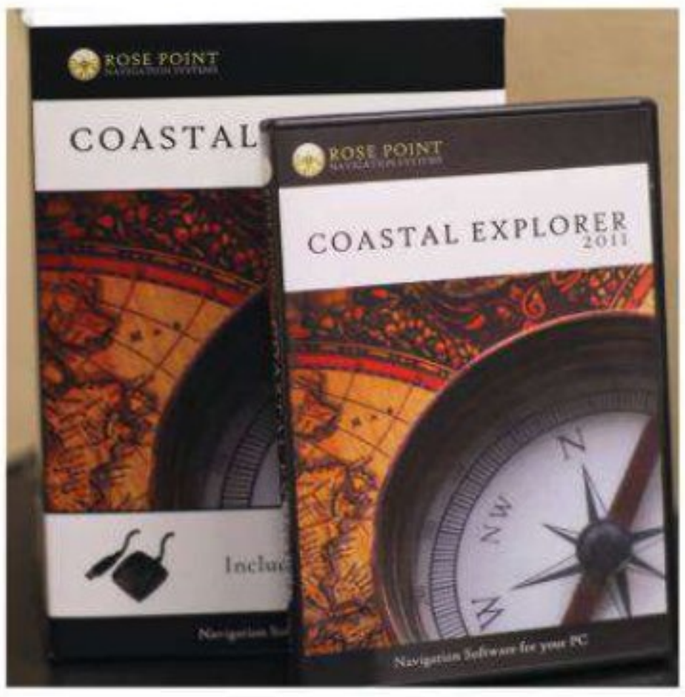
Brad Christian, Rose Point's founder (foreground) and marketing guru Jeff Hummel pause for thought. Video, chart and monitoring appear on one display (right).

cruising-guide information, weather and tide information, and radar and AIS overlays, while maintaining an intuitive user interface.

Since the beginning, Coastal Explorer has covered everything from the recreational market to sub-SOLAS-class vessels (e.g., inland towing, coastal towing and offshore oil and gas vessels). "I was in Port Fourchon, Louisiana, talking to the captain of a commercial offshore-supply vessel about 16 months after the product went into the field," Hummel said. "They'd been running the software the entire time — 24/7 — with different operators using it. I asked if the program ever crashed — the captain looked at me horrified and asked '*could* it crash?' The only way you can achieve a track record like that is through clean architecture."

Christian's Microsoft background also instilled the value of thorough R&D prior to any releases. "We use an R&D model that's long on experience," Hummel said. "It's got to work and you don't want to release it until it's proven." As for hard miles, Hummel advised that Coastal Explorer has rounded Cape Horn and has been used extensively on high-latitude cruises, despite a moniker that suggests otherwise.

Also refreshing in the computer world, where Moore's Law — which states that the number of transistors on a chip roughly doubles every two years — still reigns, is that Coastal Explorer doesn't require a now-generation PC. This matters, since Rose Point's market research reveals that most boaters make six to 12 trips per year, plus two extended cruises. Minimize the necessity of upgrading and relearning software and hardware processes while maximizing usability, Hummel said, and you increase user confidence. "We're not relying on hard-wire acceleration for the graphics," he said. "We use what can be found in most computers."



To demonstrate, Hummel presented Coastal Explorer 2011 on a dated-yet-capable Panasonic Toughbook. Here, Hummel showed how the program supports a wide range of cartography, including products from the National Oceanic and Atmospheric Administration, Maptech and Navionics, as well as add-on utilities, such as Active Captain and Atlantic Cruising Club marina guides. Also handy is the ability to create both public and private blogs, which are hosted on a Rose Point website; users can write and edit offline and then click "synch" when they're ready to transfer data, saving time and money when Internet access is spotty. Hummel said that Coastal Explorer is the only PC-based navigation software to offer a "check-for-obstacles" routing function and the only one to offer an "infinite undo/redo" option.

While software put Rose Point on the map, the firm has also logged plenty of R&D hours on the hardware side of the equation. "We only do hardware to the extent that others do not," Hummel said, referring to Rose Point's limited-but-increasing hardware menu. An example is the NMEA 2000 Gateway, a NMEA-to-USB connection cable, which Rose Point purports is the easiest way to pump NMEA 2000 information into a PC. "It's totally future-proof — it only takes data from the bus." Hummel was careful to explain that the NMEA 2000 Gateway was designed to be forward-compatible because data processing is done on the PC, and not in the Gateway. Other hardware offerings include the new NMEA 2000 engine interface, which generates PC-compatible data from all engines, including older analog units, as well as original equipment manufacturer level GPSs and radars.

Christian and Hummel envision more hardware releases, as well as an evolution of software that emphasizes Coastal Explorer's clean architecture and intuitive user interface. An obvious upcoming release is an iPad app that will provide wireless access to Coastal Explorer. "The iPad is a paradigm shift," Hummel said. "People buy products to deliver information — if an iPad is a better way to deliver that information, that's where people will go."

Despite a stagnant economy, Rose Point has enjoyed robust growth. While the company is cagey about divulging key numbers (annual sales, number of clients or number of employees), Christian maintains that it has "enough people to get the job done," and Hummel let slip that 2011 was the company's most successful year to date.

Moving forward, Rose Point plans to continue creating products and features that appeal to boaters and enhance their on-the-water experience. Moreover, Christian will continue to integrate the best hardware and software philosophies from both Microsoft and Apple to grow his own Eden of cruising staples. "We'll continue to focus on serious cruisers," Hummel said. "Chart plotters can take people from Seattle to Bainbridge Island. We take them cruising long distances." ❑

Software is Rose Point's specialty (top). Wide sounder, video and radar appear below.



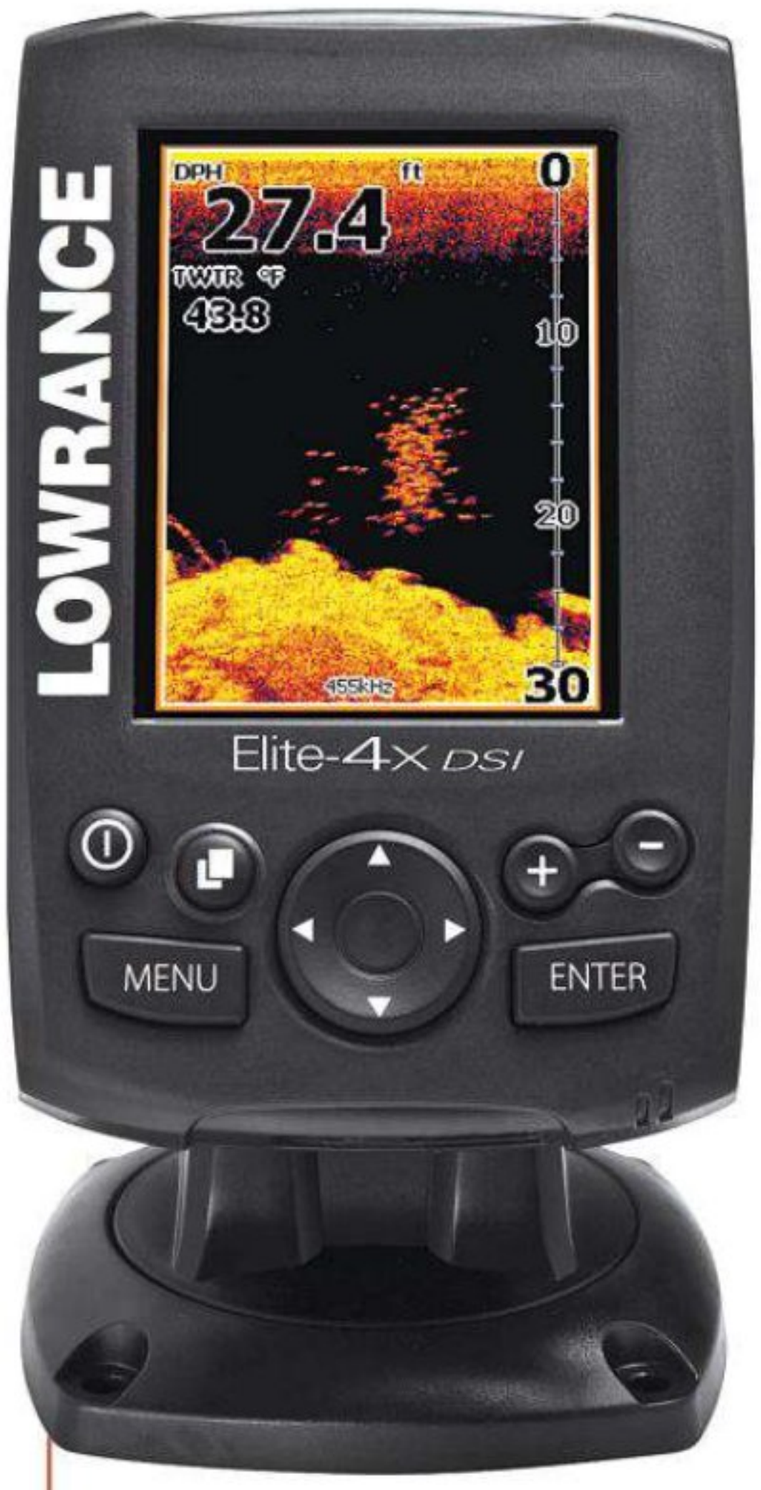
Situational Awareness

See what lies ahead, beneath and behind.



EARLY WARNING

The latest forward-looking sonar from Interphase works like a superfast underwater radar. Based on Ultrascan digital technology, the PC180 ($7,999) uses two phased-array transducers with no moving parts, mounted on either side of a yacht's keel and synchronized to enable a 180-degree scan of the sea ahead. Split the screen on the ship's PC to show a navigation program on one side and the PC180 view on the other, letting the helmsman see reefs, rock pinnacles, deadheads — even whales. A range of 1,200 feet and a wide sweep empower offshore fishermen to find and track baitfish and identify fruitful bottom structure. *Interphase, 831-477-4944; www.interphase-tech.com*



COMBINATION PLATTER

Many of us do our best fishing from tenders and center consoles. Lowrance gets that and has brought to market a line of compact grayscale and color instruments. Its high-end Elite-4x DSI model ($349) is a fish finder/chart plotter combo incorporating something Lowrance calls DownScan Imaging. This technology uses sonar to paint a picture of the territory beneath your keel with near-photographic precision. A "TrackBack" feature allows users to move the cursor anywhere on Elite's 3.5-inch screen, and review up to a foot back in sonar history. Bait and bottom features marked in fish-finder mode convert to chart-plotter waypoints. The Elite-4 is good to 1,000 feet and uses Navionics cartography. *Lowrance, 800-628-4487; www.lowrance.com*



SMART NAVIGATION

As an iPhone/iPad chart plotter, C-Map Plan2Nav from Jeppesen operates in either "north up" or "course up" for a fully rotating presentation. A compass rose shows real-time heading, and the display shows speed and course over the ground, ETA and time to go. Charts (starting at $20) may be viewed in traditional 2-D or a perspective mode. Plan2Nav also lets you download and overlay five-day weather forecasts and satellite images from Google Maps. The app is free from the Apple Store for iPhone and iPad. Dynamically displayed tides and currents come with chart downloads. *Jeppesen; www.jeppesen.com/lightmarine*

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Sunny Side Up After the initial expense, solar panels energize your boat free of charge. By George Sass Sr.

Although the economics of large-scale solar-energy projects for commercial or residential installations continue to be a challenge and solar-hybrid-powered boats have proved to be overly complex and expensive, many power and sailing vessels can benefit greatly from the use of solar energy to help manage their electrical power requirements. Solar panels help charge the house batteries while anchored or sitting on a mooring, reducing or eliminating the need to run the generator. Several boatbuilders now offer solar-panel packages as options or standard equipment, and owners of older boats are adding solar panels to the charging systems.

The simplest system for a small outboard-powered boat that you may have tugging on a mooring consists of connecting a removable, often flexible, solar panel directly to the boat's battery. This can help keep the battery charged to ensure that a bilge pump will function and that the engine will start after being left unattended for an extended time. These small units cost less than $100 and typically put out less than one amp during maximum sunlight, thereby not requiring an external charger/controller to prevent overcharging. They simply keep the boat's battery topped off and are not designed to provide energy to power the vessel's electrical accessories.

This Marlow Explorer's solar panels are exposed to the maximum amount of sun, while positioned out of harm's way.

Permanently mounted high-output solar panels can be a significant source of power on larger vessels. Before choosing any panels or associated equipment you first need to determine exactly what you're trying to accomplish, how much of an electrical load you expect the solar system to satisfy, and whether you need to modify other components of your vessel's electrical system. There's a huge difference between providing enough energy to run a few DC fans and lights at night versus keeping a household-size, 110-volt refrigerator running through a DC-AC inverter fed by a large house battery bank.

High-output solar panels are connected to a charger/controller to ensure the proper charge level of your house battery bank. The size of this bank, in ampere-hour (Ah) capacity, determines which appliances you can run for a certain amount of time. To determine your daily energy requirement, find the current draw of each appliance at 12-volt DC (or 24-volt DC if your boat is so equipped), estimate how long each will run during a 24-hour period and arrive at a daily amp-hour requirement. West Marine provides a handy "electrical budget worksheet" on its website at *content.westmarine.com/documents/pdfs/Elecbugt.pdf*.

Instead of amp-hour ratings, you can also determine your energy needs measured in watts

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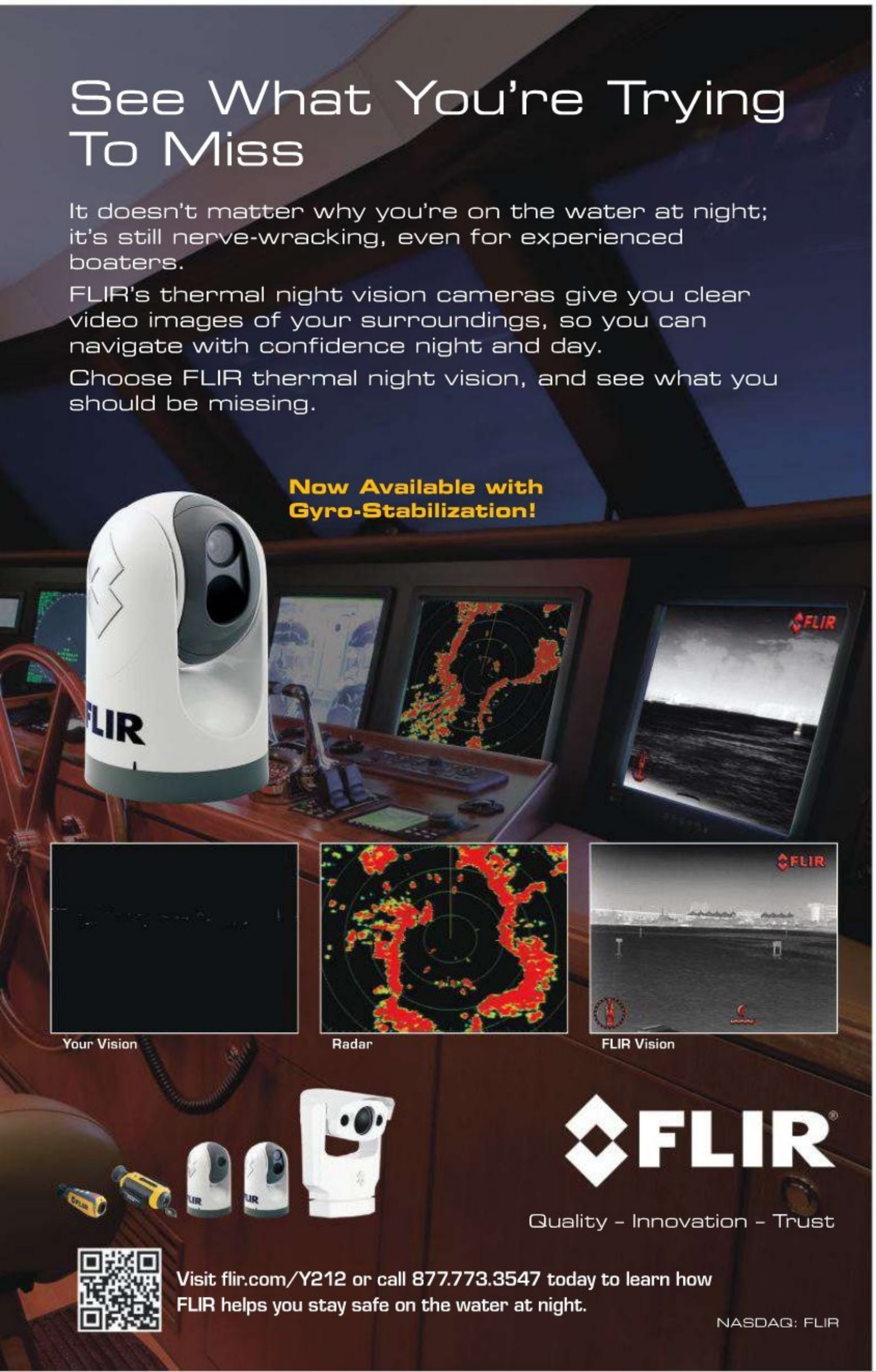
TO SEE MORE IMAGES OF ONBOARD SOLAR INSTALLATIONS, VISIT YACHTINGMAGAZINE.COM.

by multiplying the voltage times the current. A 12-volt DC refrigerator compressor that draws four amps computes to 48 watts. Of course, remember to estimate how long each appliance runs per day. My 12-volt DC Frigoboat refrigerator, which draws 3.5 amps, is well insulated and runs about 20 minutes every hour, so its daily requirement is 28 Ah or 336 watts.

On my 43-foot powerboat, running the refrigeration system and occasionally using the inverter to run a microwave oven, satellite TV system and a modest amount of lighting and electronics, I use 125 to 150 Ah per day. My house battery bank is 900 Ah, and while that sounds like a lot, remember that you can use only about half of your battery capacity before recharging is necessary. Also consider that the last 15 percent of a recharge takes a long time, so it's more practical to figure on having 85 percent of that 50 percent capacity available. The math tells me that I have about 382 Ah to use before recharging — about three days of energy with modest use.

My goal for installing a solar array was to gain another two or three days of energy, allowing me to anchor out for five days or more before I have to run the main engine to recharge. (I choose not to have a generator.) My extended cockpit rooftop was the ideal location for three permanently mounted solar panels that generate about seven amps each during maximum sunlight — about five to six hours a day. Each of these 130-watt panels measures 60 inches by 26 inches. They are connected to a 25-amp charger/controller, which is integrated into the electrical system. A Link monitor tells me how much energy I'm using and how many amp-hours remain stored in my house battery bank. So I am refilling my battery bank by 21 amps, less the number of amps I am currently using. The panels also provide a modest output a couple of hours before and after maximum sunlight, so on a sunny day I can fill my battery bank with about 100 Ah while using 150 Ah, for a net loss of 50 Ah per day. Based on my 382 Ah usable capacity (out of 900 Ah), I can now stay on the hook for seven days. On cloudy or rainy days, the solar panels generate far less energy and I have to rely on my engine and high-output alternator to recharge my battery bank.

When deciding where to install your solar panels, keep them away from the radar dome, flagstaff and other structures that would cast a shadow on their surfaces. Even a small shadow significantly reduces power output. Popular locations include the hardtop, Bimini top, radar arch, coachroof and deck. You'll want to be able to reach them for routine cleaning, since dust and dirt lowers their output. Heat also degrades solar-panel output, so it's important to provide air circulation under them. Most solar panels use either a monocrystalline or multicrystalline cell and have a tempered glass surface,





GEORGE SASS SR.

Three panels (left) and a charger/controller for the author's 390-watt system sell for about $2,500. Installation will set you back by about the same amount.

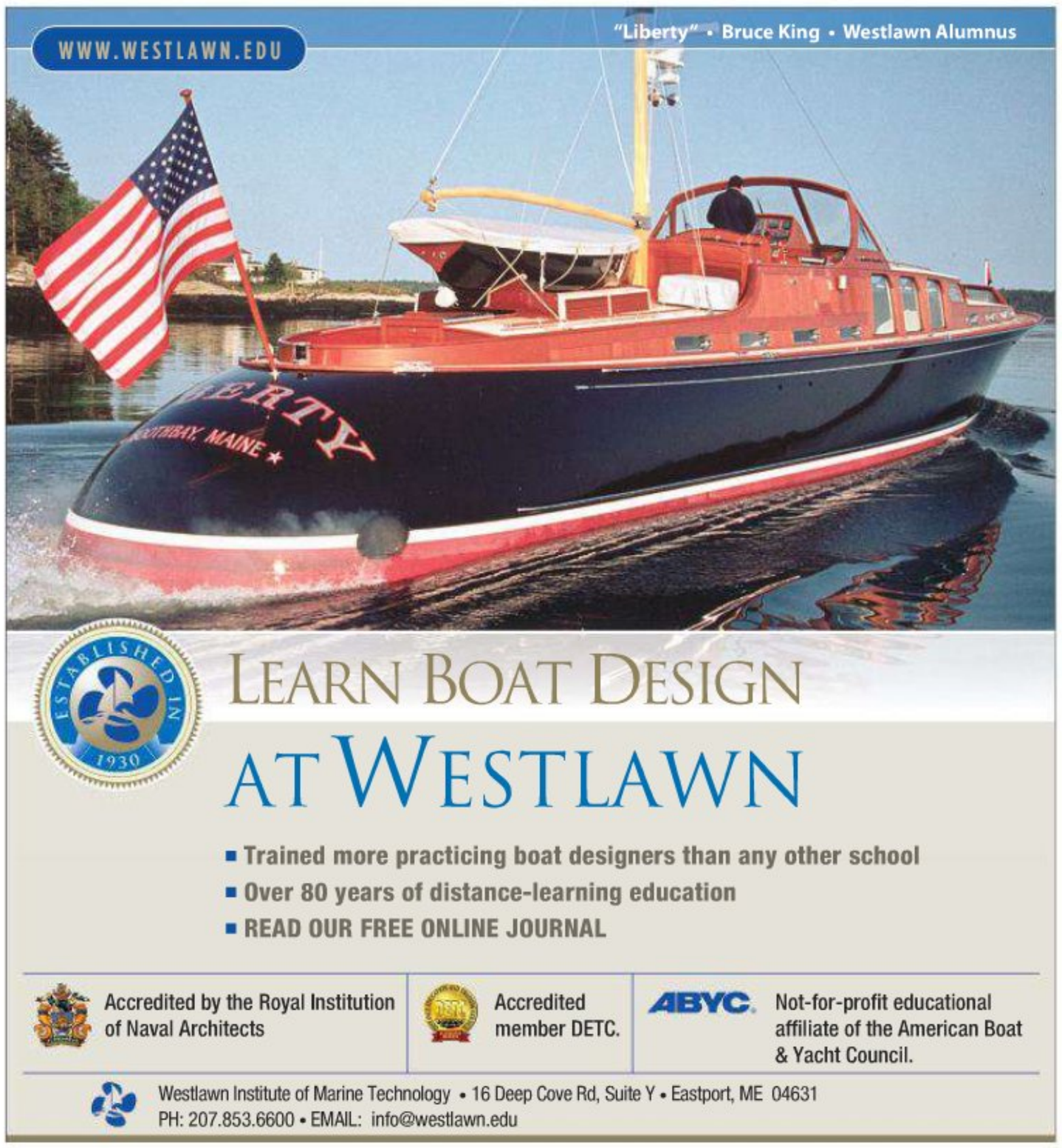
which you cannot walk on. SunWare, a German manufacturer (*www.sunware.de*), makes a lower-profile unit that can tolerate limited, light foot traffic and does not require air circulation underneath.

You can mix and match different sizes of panels to maximize the overall solar footprint as long as they are of the same voltage. Just be sure that the charger/controller can handle the total output of your array of panels. When designing the system, it's better to err on the high side, fitting as many panels as you can in the allotted space. Several days of cloudy or overcast weather can seriously diminish the system's output, as will a lower angle of the sun at certain times of the year.

When selecting a system, you'll want to carefully consider all of its components to maximize performance and efficiency. Large battery banks require robust chargers, and an AC generator and/or a high-output alternator governed by a smart regulator ensures rapid, efficient recharging when your boat isn't plugged into shore power. A digital battery monitor keeps track of power usage, charge rates and stored energy levels. Without such a device, you'll be in the dark guessing whether your batteries will last through the night. Xantrex (*www.xantrex.com*) and Blue Sea Systems (*www.bluesea.com*) offer good, reasonably priced units.

The prices of high-quality, marine-grade solar panels have actually stabilized. Typically, 130-watt panels that measure 60 inches by 26 inches cost between $700 and $800 each — 75-watt units cost about $500. A 30-amp charger/controller is around $100. Today, the parts for a 390-watt system like mine — three large panels and a charger/controller — would cost about $2,500. Depending on the complexity of the installation, you can probably figure on spending at least that amount for the labor to properly install and connect the system.

For roughly $5,000, I'm able to generate enough electrical power to run the appliances on my boat (except the water heater and air-conditioner) for about a week anchored out in sunny or partly sunny weather. After the initial investment, the sun's energy is free, but the biggest advantages are silence, absence of moving parts and no maintenance. With warranties of 20 years or more on today's better solar panels, this is one green initiative that makes economic sense. ❑



Living the Life

Four new products for comfort and fun.

By Peter Swanson



QUAHOG COMPANION

Quahogging is the harvesting of hard-shell clams, the quahogs of southern New England. Since Indian times, quahoggers have treaded through waist-high, muck-bottom water, bending over to pick up any smooth object they feel with their feet. Bare feet are best used, but that risks getting cut by broken shells or bottles. Merrell Barefoot has added amphibious shoes to its foot-forming Glove line, perfect for quahogging and a variety of boating circumstances. For example, stand-up paddling, beach landings and island exploration each would benefit from the tactile sensibilities of bare feet but with the protection and grip of a Vibram sole. The Barefoot Water line features two styles each for men and women — laced or strapped — including the Rapid Glove ($100) shown here. *Merrell, 800-288-3124; www.merrell.com*



DOUBLE-SKIN COOKER

Every component of the Quickline Sovereign BBQ grill, including the barbecue plate, disperser, fat tray, burner and control valve, are removable for easy cleaning. A double skin of stainless steel forms the base, thus minimizing the transfer of heat to the outside of the grill and preventing the escape of fat drippings, which flow to an easily removed tray. The Sovereign BBQ comes in two sizes ($679 for the Bravo shown here and $779 for the Alpha) and each has two surface plates — a full flat plate and a half flat/half grill plate. The half-and-half, for example, allows a chef to grill mahi steaks on one side while preparing grouper filets *a la plancha* on the other. The double-wall construction using 316 stainless is unlikely to discolor over time, while heavy-duty plates are made of 3CR12 stainless for excellent heat conductivity and distribution. *Quickline, 714-843-6964; www.quickline.us*



NITROX BOB ADVANCES DIVE TECH

"Nitrox Bob" Olson earned his nickname the old-fashioned way, by combining passion and profession. Olson's company is called Nitrox Systems, a reference to the enriched oxygen mix used by serious divers. YACHTING recently caught up with Olson, one of scuba's living legends, at his office in Santa Rosa, California.

YACHTING: Bob, what kind of experience enables you to call yourself Nitrox Bob?

BOB OLSON: I have been an avid scuba diver since 1974, and in 1995 I began hearing about the introduction of nitrox as a breathing gas for the recreational diving market. I realized that the semipermeable membrane technology I had been successfully using since 1984 in the design and development of my nitrogen systems worldwide could be used to produce nitrox. In 1996, I formed a company to apply my years of experience to the design and production of quality nitrox membrane systems for the diving industry. When I answered the phone, I would say "nitrox," followed by a short pause, and then "Bob." It wasn't long before my customers started calling me Nitrox Bob and the name spread throughout the industry. Fifteen years later my systems are found on live-aboard dive boats, dive resorts, scientific expeditions, universities, military bases, NOAA ships and many of the largest yachts in the world.

YACHTING: There's an old saying that cruising yachtsmen tend to shed three things in their voyaging — bicycles, sailing dinghies and scuba tanks — because each proves inconvenient in its own way. In the case of scuba, tanks are a pain to store, and where do you put the compressor? What are you doing to fight that trend?

OLSON: Space, power and heat are always issues to consider when adding a dive compressor, especially on smaller yachts. Water-cooling a dive compressor allows you to mount it in the hot engine room or other poorly ventilated spaces that would dramatically shorten the life of a standard air-cooled compressor.

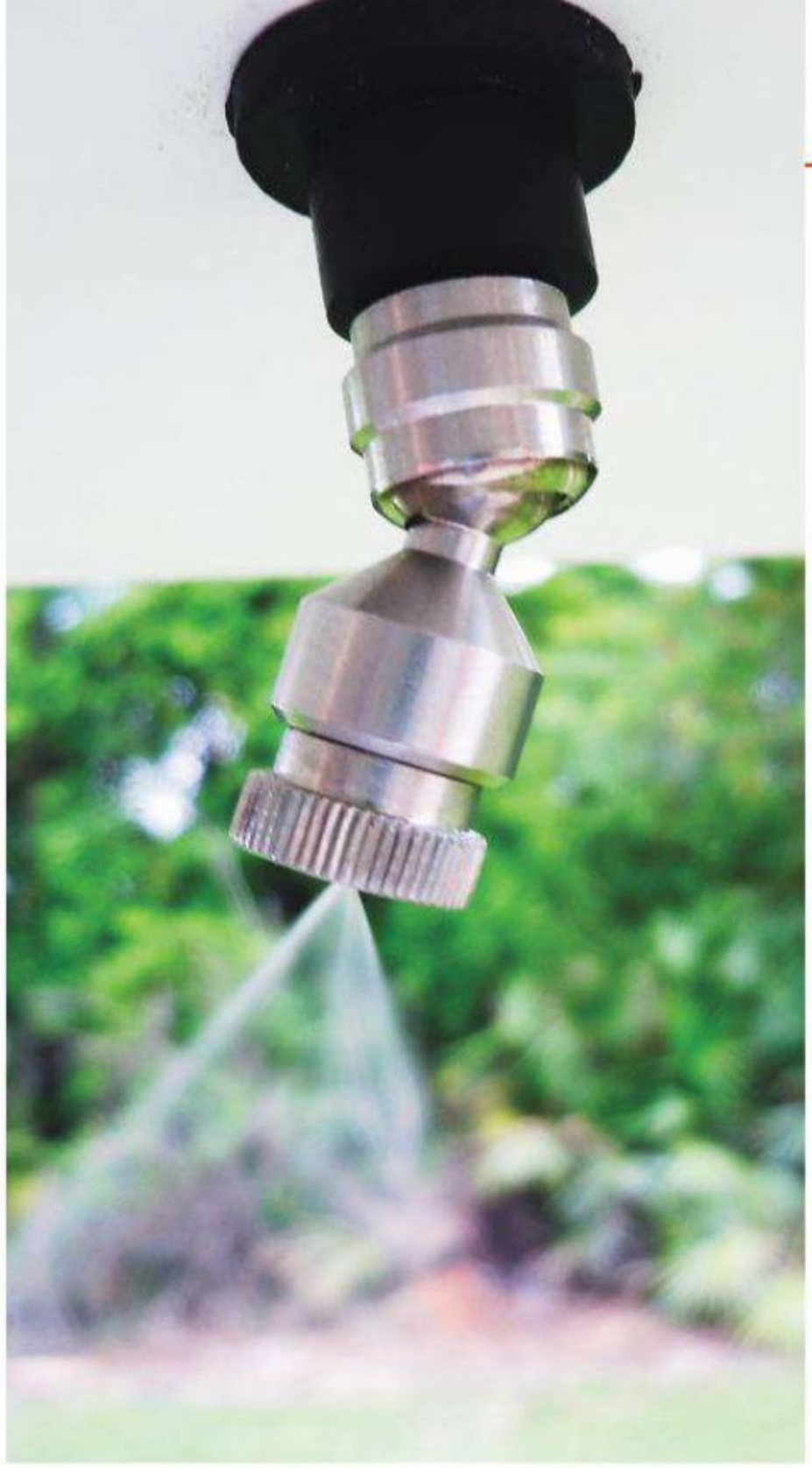
YACHTING: What, if any, new innovations should we expect in compressor technology?

OLSON: The NS 450 WC is currently the smallest water-cooled compressor available at 5 horsepower and 3.75 kW. This year we are introducing the smaller NS 350 WC — 3 horsepower and 2.3 kW.

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"AIRING" ON THE SIDE OF CAUTION

The Nitrox Systems 450 WC ($24,900) was designed to address a dilemma for scuba-diving yachtsmen. They need to fill their tanks but would rather mount their air compressors discretely, out of sight like other ship's machinery. The problem is that traditional air-cooled compressors work better in open air. In a ship's engine room, they run too hot, shortening their working life and potentially creating a carbon monoxide hazard as lubricating oils cook. According to Nitrox Solutions, water-cooling is the answer, because it allows the safe installation of a high-pressure compressor in tight, hot spaces, such as an engine room or ship's locker. The smallest water-cooled compressor in the world, the NS 450 WC, runs cool even when engine room temperatures rise by more than 100 degrees. And Nitrox Solutions specializes in customizing its systems to fit in the oddly shaped spaces typically found on yachts. *Lauderdale Diver, 954-467-2822; www .lauderdalediver.com*



HEAT BEATER

Thousands of years ago, camel herders learned that soaking their water bags made for a cooler drink. Today's misting systems use the same "desert-water-bag effect" to keep humans cool in summer. Lately the evaporative cooling concept has been adapted for boats by a company called Mist-er-Comfort, which says it can lower cockpit temperatures as much as 25 degrees. Plumbing consists of tiny nozzles and tubes that are concealed within the structure of a boat or canvas awnings. Multiple misting zones can be operated from a switch on the console. Mist-er-Comfort is a standard or optional feature on many new boats, including those from Contender, Fountain and Stamas. Mist-er-Comfort and its dealers will also design systems to retrofit any vessel, with the price of a kit beginning at $299. *Mist-er-Comfort, 407-695-0958; www .mist-er-comfort.com*





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Summer Charter Guide

GREECE IS THE TIME, IS THE PLACE, IS THE MOTION 64

Seeing the cradle of Western civilization from the deck of a yacht? Greece is the word.

TRADITION, WITH A TWIST 70

The 146-foot Feadship *Harle*, like the ancient cities of Croatia, is designed to fit her purpose.

26-PAGE ADVERTISING SECTION BRINGS YOU SOME OF THE BEST YACHTS OF THE SUMMER FLEET.

KIM KAVIN

GREECE
Is the Time, Is the Place,



Exploring the Greek islands aboard a yacht like *Helios* is unbeatable; the village of Naoussa on Paros is spectacularly pretty (opposite).

Is the Motion

SEEING THE CRADLE OF WESTERN CIVILIZATION FROM THE DECK OF A YACHT?

GREECE IS THE WORD.

Story and photography by Mary South

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In my mind's eye, I have always seen Greece as whitewashed houses trimmed in bright blue, clinging to craggy shorelines in the light of a blindingly bright sun. Gorgeous, of course. But what I found when I finally went is that Greece is exactly as I imagined it — and yet much, much better.

We met *Helios*, a 115-foot Falcon motoryacht, in Poros, a tiny island in the Saronic Gulf that's just a stone's throw from the mainland. The waterfront there was studded with charming shops, and the hills as we passed through the channel to the sea were thick with pines. This island is believed to have been inhabited since the Bronze Age, and I was sorry not to have more time to explore. But we were on our way to the nearby island of Hydra.

Hydra also lies in the Saronic Islands. No cars, trucks or motorized vehicles (except garbage trucks!) are allowed here. The lovely town is wrapped around the harbor, so it's easy to travel by foot, bike or donkey. Every drop of water that the island needs is imported (ironic, considering *hydra* means water), and despite its super chic ambience, it has a rugged, spare sort of beauty. Once a great shipping center, it was known as "Little England," though of course both the food and the weather are much better.

We continued on to Syros, which is the administrative center of the Cyclades and an island that's less visited by international vacationers, though many Greek tourists vacation here. Perhaps that's why I immediately loved it — it had a bustling commercial center along the waterfront and a shy beauty that didn't clobber me over the head like its postcard pretty neighbors. Behind the street that runs along the natural port of Ermopouli, though, we walked streets paved in stone and marble past ancient churches and up through the hillside neighborhood of Vaporia, which is studded with neoclassical captains' houses overlooking a stunning sea vista. In the evening we strolled through the ancient hilltop streets of Anos Syros and stumbled upon a traditional taverna, empty except for the owner and a bouzouki player strumming *rebetiko* songs. Michael Skoulikidis, CEO of charter company Atalanta Golden Yachts and our host aboard *Helios*, explained that *rebetiko* is a form of folk music that focuses on the travails of



The view from the Vaporia neighborhood on Syros is stunning — no wonder captains lived here; the main salon of *Helios* combines dining and living areas that are contemporary and comfortable (above).

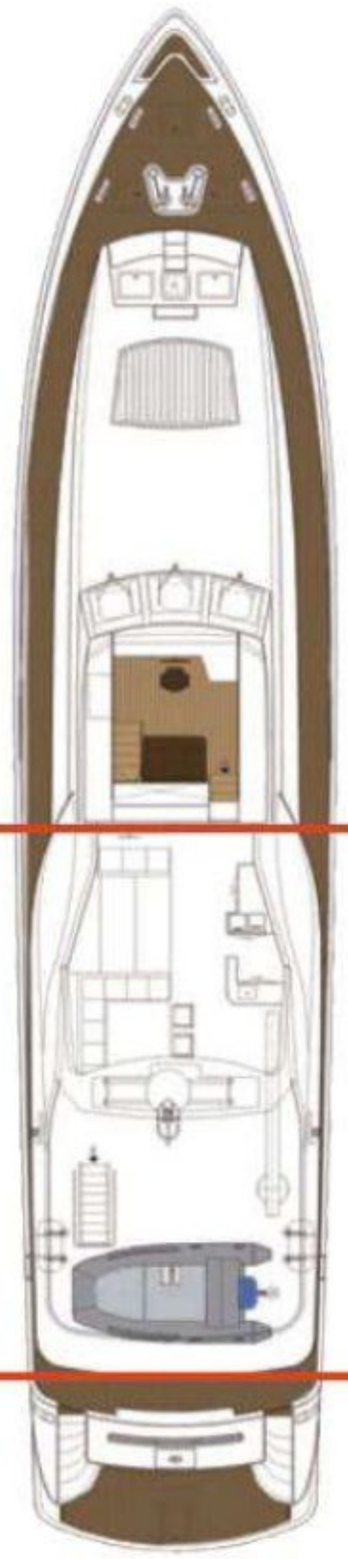




working people — and in Greece's current climate of austerity it is experiencing a real revival in popularity.

We got off to a late start on our way to Paros the next day because the port was closed due to high winds and rough seas. Eventually we were under way, and the beauty of *Helios*' twin MTUs became immediately apparent. Cruising at 23 knots, we barely had to alter our agenda. Aboard a sailboat, we would have been forced to skip ahead. (And trust me, you do not want to miss Paros!) Though I had always imagined myself cruising the Greek Islands aboard a sailboat, as thousands of lucky Europeans do each year, I would plan on that only if I had a couple of months to enjoy carefree, leisurely exploration, the fantastic line-of-sight navigation and the seasonal winds. On a typically pitiful vacation of "normal" length, the frustration of being able to see so little when there are more than 6,000 islands in Greece would drive me to tears.

Helios was an ideal yacht for our purposes. Incredibly comfortable in both ride and amenities, this 2010 build was furnished in a



HELIOS

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LOA: 115'0"
BEAM: 24'0"
DRAFT: 8'2"
FUEL: 5,019 gal.
WATER: 1,162 gal.
CONSTRUCTION: Fiberglass
ENGINES: 2 x 2,285 hp MTU diesels
GENERATORS: 2 x 55 kW Kohlers
SPEED: 26 knots max, 23 knots cruise
GUESTS: 12 guests in 5 cabins
CREW: 6
BASE RATE: High season: $100,000 per week (approximately); low season: $80,000 (approximately)

The flying bridge offers plenty of comfortable places for sun worshippers to relax — after all, Greece is the birthplace of hedonism and *Helios* was the sun god.

Octopuses dry in the rigging of a former fisherman's boat at Babulas Taverna in Mykonos; there are two full-beam double staterooms aboard *Helios* (below); a taverna in Anos Syros provided authentic local wine, music and mezes — Michael Skoulikidis makes a toast.





The most unexpected aspect of Greece, for me, was the diverse character of the islands.

neutral, contemporary style that is elegant yet inviting.

The afterdeck has a dining table for eight. Glass doors lead to the main salon, which features a living area aft and dining area forward — and large windows all around never let you forget where you're cruising! An en suite double cabin is forward on the main deck. There are two more en suite queens and two en suite twin cabins below. One nice note: Though the three doubles are not exactly the same (the master is the amidships stateroom), they are very similar in size, fit and finish, which is really convenient when you're sharing the charter with friends. No one will ever feel shortchanged.

Outdoor space on *Helios* was lovely. My trip was in March, and though the skies were mostly clear and sunny, it was chilly. We couldn't take full advantage of *Helios*' comfortable flying bridge, ample swim platform and abundant water toys.

But plenty of ouzos and mezes made up for that. The cuisine we were served aboard *Helios* was heavy, but charterers can request lighter, less "fancy" fare and I'm confident the chef would be happy to oblige. You couldn't do better while in Greece than to eat the way the Greeks do … flavorful local vegetables and simply prepared fresh grilled fishes and meats. I could drink shots of the lusciously fruity olive oil.

The most unexpected aspect of Greece, for me, was the

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FOR MORE PHOTOS OF POROS, HYDRA, SYROS, PAROS AND MYKONOS, GO TO YACHTINGMAGAZINE.COM.



GO WITH THE LOCALS

There are plenty of excellent charter companies with yachts in the Eastern and Western Mediterranean. If you're planning a Greece charter, though, Atalanta Golden Yachts stands out for its experience in the region. With a fleet of 20 yachts, ranging from 68 to 176 feet, you'll have the advantage of a Greek crew, which means you'll learn more about the places you visit. For more information on its fleet, visit *www.atalantagoldenyachts.com*.



Whatever your final destination, be sure to spend a few days in Athens, where you'll be dazzled by the juxtaposition of ancient and modern. Many of the windmills, like this one overlooking the harbor of Mykonos, were built by Venetians in the 16th century and used to mill wheat (below).

diverse character of the islands. I have to admit that I thought Poros was lovely, Hydra was enchanting and Syros was the best. And then we arrived in Paros. Let's put it this way: It is here that I ran to the laptop to research how much a small Cycladic-style house in the waterfront town of Naoussa would cost. *Sigh.*

Paros is not undiscovered, alas. And why would it be? Cobblestone streets that wind between whitewashed houses wrapped in bougainvilleas, lovely chapels, charming tavernas … unable to stay, I am still determined to go back, again and again, to see the many beaches and towns of Paros we didn't get a chance to explore. Its neighbor Antiparos is also reported to be beautiful and a favored retreat, apparently, of Hollywood glitterati.

Our last stop was Mykonos, which I was fully prepared to greet with limited enthusiasm, imagining that such an international hot spot must be, by now, devoid of authentic charm. Yes, it was touristy. But it was also impossibly beautiful. … A windmill stands guard above the harbor, where a row of houses and tavernas is built directly over the water. Whitewashed houses are trimmed in bright blue and cling to the craggy shoreline in the blinding sunlight. After four days of wonderful surprises, I had finally arrived in the Greece I had pictured in my mind's eye. And yes, it was gorgeous. ❑



Tradition,

THE 146-FOOT FEADSHIP *HARLE*, LIKE THE ANCIENT

Harle poses in Lombarda (left). Dubrovnik spills down to the sea.

with a twist

CITIES OF CROATIA, IS DESIGNED TO FIT HER PURPOSE.

Story and photography by Kim Kavin

Consider, if you will, the bones of a fish. First there's the spine, running straight and strong from one end to the other. Then there are all the little bones that splay out from the spine on both sides, the ones that push at unruly angles and arc around organs and muscles.

I tend to consider these bones only at the dinner table, when they're stuck in my teeth, but the masons who centuries ago built the civilization on Korcula thought about them. The Croatian island is at the constant mercy of the elements, so the masons embraced their low-lying attachment to the Adriatic Sea and designed their stone streets like fish bones. The main street runs straight from north to south like a wide backbone that supports the shops and cathedral. But the east and west streets are staggered so that they don't line up on either side of the main street, and the eastern streets also curve. In winter, when chilling winds blow from the east, the strongest gusts are stopped like criminals in blind corners. In summer, when gentle breezes arrive from the west, they run clear to the main street and provide natural air conditioning in the town square.

"Our masons thought about quality of life," guide Andrea Tedeschi told me as we meandered atop marble steps polished smooth by generations of countless sandals. "They staggered the levels of the houses and balconies too, so people didn't have to look inside each other's windows. They even thought about the balconies when viewed from below. The bottoms are solid with beautiful carvings, so the eye will be on that instead of where it should not be when a lady in a dress is standing outside."

The consideration about how Korcula's layout would actually be used was as refreshing as the late-September sea breeze across the town's old stone steps as I stood within plain view of the 146-foot Feadship *Harle*. The 2007 build was docked in a spot that has welcomed seafarers since the era well before Christ, standing like a new testament to the idea that form and function should indeed be considered as one.



Harle, you see, was built for an American businessman who wanted beautiful spaces that, like the streets of Korcula, serve distinct purposes. He enjoys cruising and offering his yacht for charter by families and friends, but he also uses her as a magnet for moguls.

"He believes that if he can get five minutes one-on-one with the right person, the conversation can be worth millions of dollars to his business," Capt. Paul Edmonds says. "But to get those five minutes, he has to get the person on board the boat. So he goes around St. Tropez and invites the guys he wants to meet, plus all of their friends. We often do parties for 200 or 300 guests rotating on and off the boat in a single night."

Because of this mission, *Harle* is arranged differently from a lot of charter yachts in her class. The bottom deck, which on many motoryachts houses the majority of guest cabins, is entirely devoted to crew. They can move wherever they need to be, stow whatever quantity of provisions are required and keep service flowing even when the yacht is congested with guests.

Harle's main deck, as with many motoryachts, starts forward with a large master suite. From there, though, she is primarily dedicated to the other four guest cabins. They have the kind of floor-to-ceiling windows that are typically enjoyed only by the lead charter guest, and they provided a magnificent frame for

A view across the harbor to the ancient city of Korcula.

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IMMERSE YOURSELF

TO SEE MORE PHOTOS OF *HARLE* AND THE COAST OF CROATIA, VISIT YACHTINGMAGAZINE.COM.

"We love nice people having a good time, and we're good at providing it."



The bridge deck on *Harle* is designed to open seamlessly into the sky lounge for large parties. The teak decking provides visual continuity and a more spill-friendly sole than would a luxurious carpet.



The walled streets of Korcula are wonderfully atmospheric.

Croatia's stunning views. The cabins on this deck leave no space for a formal dining room, but our group didn't miss it. The rest of the main deck is a salon with an inviting bar followed by the afterdeck, which is entirely open to serve as a greeting area.

On the bridge deck too, *Harle*'s design is true to her purpose. There is an outdoor dining table, as well as sliding doors that lead to what is traditionally a sky lounge — but aboard *Harle*, the teak sole continues all the way to the bulkhead, in anticipation of visitors spilling a bit of red wine. Tables and chairs are modular to allow for everything from boardroom-style conferences to cocktail-hour hors d'oeuvres. Large windows can be opened to keep air circulating among dancing crowds.

"We are set up and well trained for events," Edmonds told me, "but for charter, we are not interested in wild and crazy parties. We like families and people who want things like birthday or anniversary parties. We love nice people having a good time, and we're good at providing it."

That was certainly true during my time aboard. I found *Harle* to be wonderfully comfortable for a "regular" charter with just seven guests, especially on the sun deck, where the hot tub and sun pads are terrific. *Harle* is, after all, a Feadship, and she embodies the quality construction and interior elegance for which the Dutch shipyard is renowned. From the soundproofing to the zero-speed stabilizers and the state-of-the-art Apple media system, *Harle* offered a delightful ambience.

I also found Edmonds and his crew to be charming



HARLE

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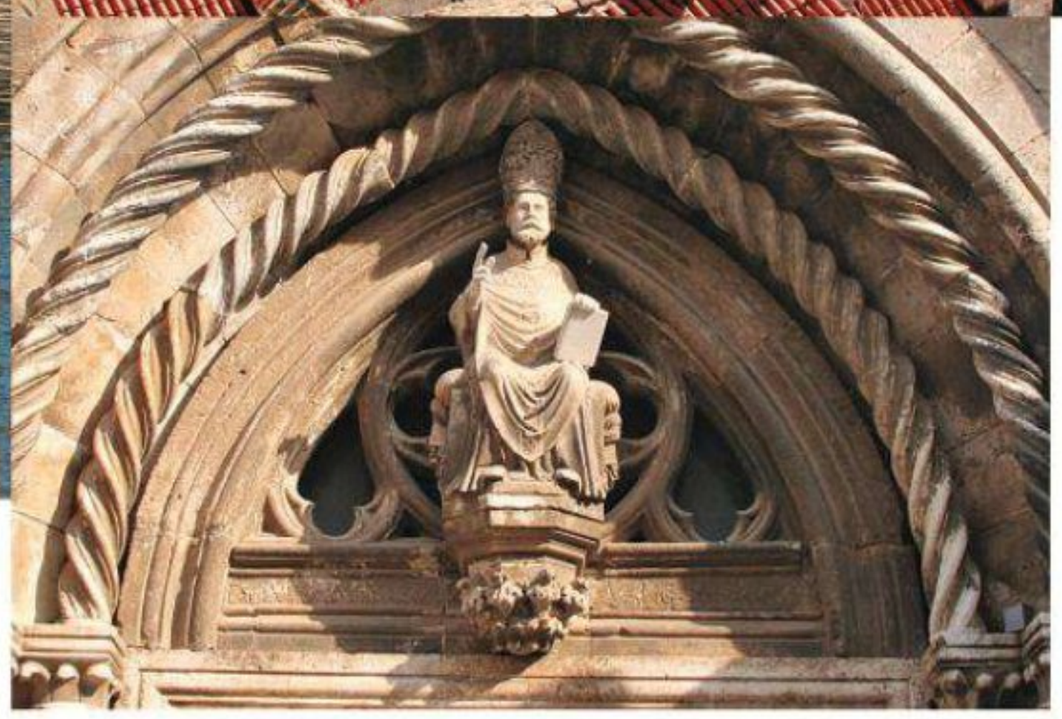
CHARTER PLANS
Summer 2012: Western Mediterranean with a visit to London
Winter 2012-2013: Caribbean
Summer 2013: Croatia

LOA: 146'6"
BEAM: 30'2"
DRAFT: 8'10"
FUEL: 10,500 gal.
WATER: 2,600 gal.
CONSTRUCTION: Steel
ENGINES: 2 x MTU 12V2000M70 diesels
STABILIZERS: VT Naiad Marine zero-speed
SPEED: 14 knots max, 12 knots cruise
RANGE: 4,500 miles at 10 knots
GUESTS: 10 to 12 in five staterooms plus a convertible office.
CREW: 9
BASE RATE: $240,000 per week

The main deck houses a master and four guest cabins.







Clockwise from here, paddle-boarding in the lovely harbor of Mljet; the terra cotta rooftops of Dubrovnik; an architectural detail from an ancient church in Korcula.

THE MARCO POLO HEADBANGERS BALL

On the Croatian island of Korcula, one of the favorite local pastimes is sitting on a long stone slab next to St. Peter's Church. The slab offers a clear view of the house where Marco Polo is said to have lived.

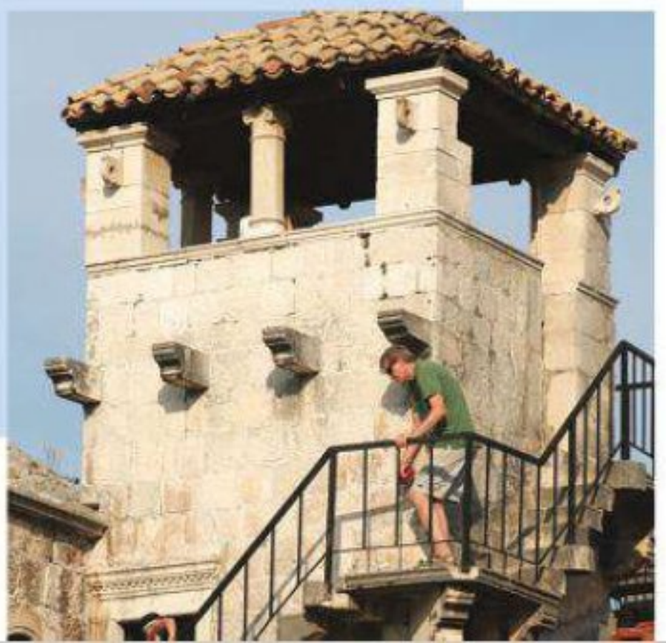
Polo was short, as evidenced by the (lack of) height in the door frames and staircases. Tourists who climb to the upper floors arrive with hunched backs, wobbly legs and a mindset of just making it to the top already. Their reward — a magnificent view across the town — comes only after they step outside and walk up a stone staircase that is protected by a stone overhead, at about the 6-foot mark.

It's this staircase that the locals down in the square keep their eyes trained upon. "If you just wait five or 10 minutes," one told me, "somebody knocks their head and it's good for a chuckle."

So I sat there in the square next to the church, lined up next to my fellow charter guests like hecklers before a comedy club stage. We placed bets on which tourist would falter first and let out quiet gasps as tall men realized they should duck at the last minute.

Then came the man in the black T-shirt. He was at least 6-foot-2, and he didn't see the slab coming. The sound of his noggin smash echoed down into the square, where our group let out a loud whoop and then felt compelled to shush one another while laughing hysterically.

To the poor fellow's credit, he looked down through the stars circling his head, realized he was playing to an audience and took a gracious bow.



professionals who welcomed the idea of getting to know a small group and exceeding its every expectation in terms of food, service and smiles. They can do intimate, elegant gatherings just as well as they do massive parties, as evidenced by our four-course dinners with beluga caviar, Wagyu beef and fresh foie gras.

As you read this, *Harle* is in Florida completing her five-year survey and getting a new paint job. She'll spend this coming summer in the Western Mediterranean with a visit to the Olympic Games in London (what better place to hold a bash?) and then likely will go to the Caribbean for the winter 2012-13 charter season. During summer 2013, the crew told me, it's hoped that *Harle* will return to Croatia — where there's less hobnobbing and a great deal of picturesque solitude.

One-week itineraries (in keeping with Croatian charter laws) can run from Venice, Italy, to Dubrovnik, Croatia, or from Split, Croatia, to Kotor, Montenegro. This region is filled with experiences that are fast making Croatia a favorite Eastern Mediterranean yachting destination. My favorite spot was Dubrovnik, where the hourlong walk around the ancient stone wall was one of the most majestic of my life. Others in our group were just as mesmerized by Kotor.

"The Bay of Kotor is impossibly beautiful," says Ann Landry, a longtime charter broker with Northrop & Johnson. "It's in my all-time top five places, up there with the Maori house in New Zealand's Bay of Islands, the Lost Man Trail on the Continental Divide and the Taos Pueblo in New Mexico. It just feels very spiritual there."

One might argue that nature built the place, like Feadhip built *Harle*, with a purpose. In either case, it's hard to argue with perfection. ❑

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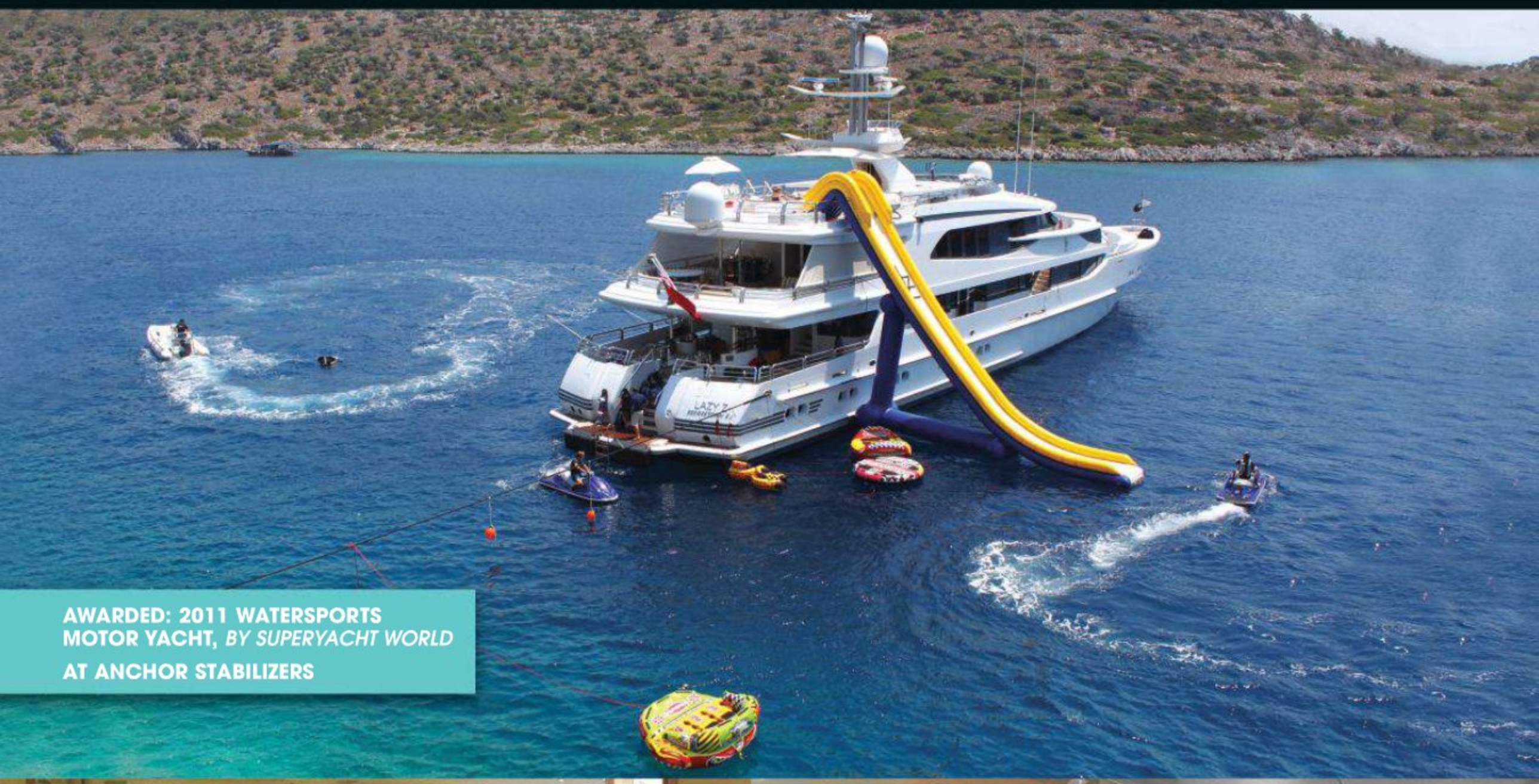
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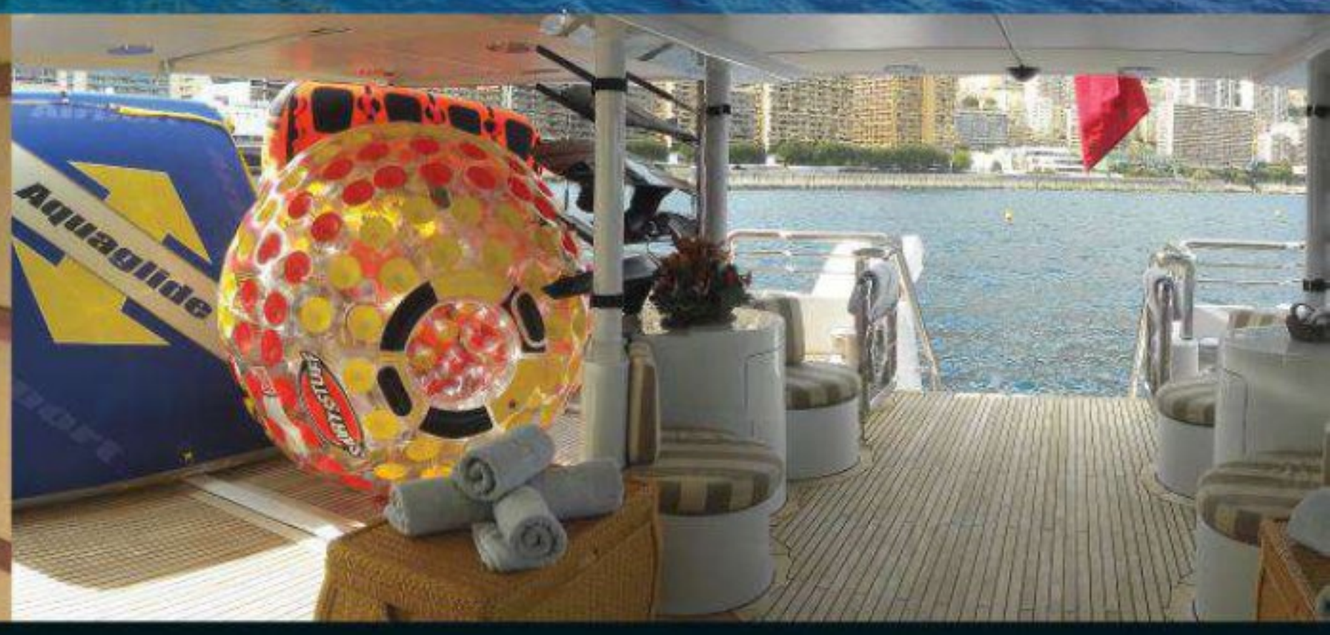
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AWARDED: 2011 WATERSPORTS MOTOR YACHT, *BY SUPERYACHT WORLD*

AT ANCHOR STABILIZERS





LAZY Z

LOA: 51.40m / 168'7" **BEAM:** 9.80m / 32' **BUILT:** Oceanco **YEAR/REFIT:** 1997/2007/2011 **GUESTS:** 12

CREW: 12 **CRUISING AREA: SUMMER** – Mediterranean **WINTER** – Bahamas/Caribbean

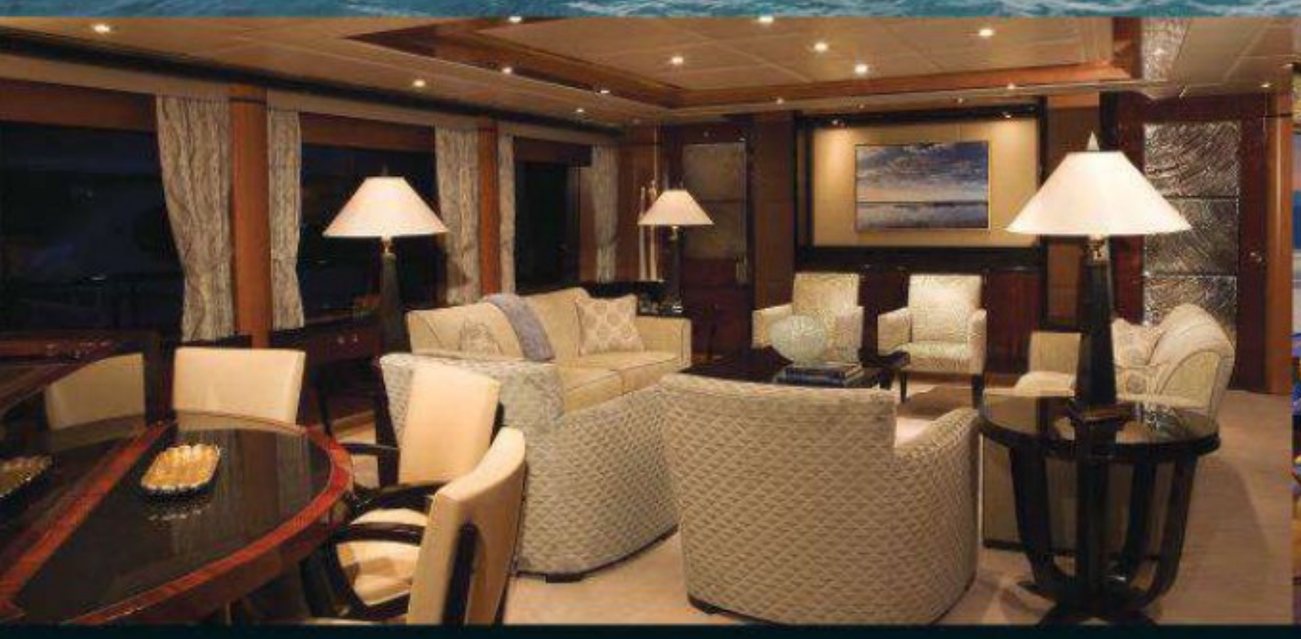
Get ready for the holiday of a lifetime!! Charter the multi award winning LAZY Z while enjoying exceptional cuisine and outstanding family fun. Awarded the "2011 WATERSPORTS CHARTER YACHT OF THE YEAR" by Superyacht World, LAZY Z was the first yacht in the industry with an inflatable slide and is now the first yacht with an inflatable wakeboard rail slide/ fun box and a water-ski jump. LAZY Z has two customized 18ft tenders for towing and water-skiing, two VX Deluxe Yamaha Jet Skis and more than 15 water-skis, wakeboards, wake-skates, wake-surfers, slalom, trick-skis, knee boards, underwater scooters plus diving and snorkeling gear. Accommodating up to 12 guests, LAZY Z's interior is impressive with a fully equipped gym, massage room and six luxurious staterooms. Wireless internet is available throughout, along with 2500+ on-demand DVDs which can be enjoyed in every stateroom, the two spacious salon areas, cinema or even in the Jacuzzi, all while you relax in the comfort of at-anchor stabilizers. Catering to all client tastes, LAZY Z can be either champagne and symphony, fireworks and rock 'n roll or a combination of the two. Boasting one of the most energetic crew in the industry, the LAZY Z will leave you wanting to come back again and again.

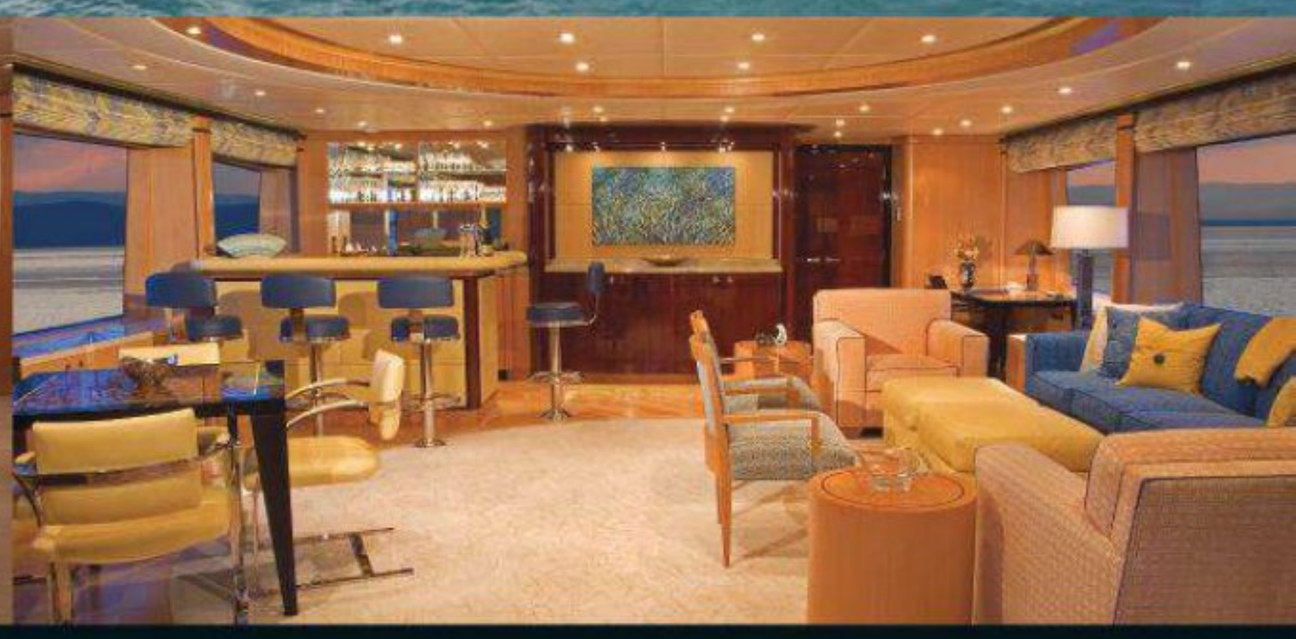
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ANJILIS

LOA: 49.08m / 161′ **BEAM:** 8.50m / 28′ **BUILT:** Trinity Yachts **YEAR:** 2009 **GUESTS:** 11
CREW: 9 **CRUISING AREA: SUMMER** – Mediterranean **WINTER** – Caribbean

ANJILIS features a sophisticated contemporary Glade Johnson design based on Art Deco inspired architectural elements interpreted in exotic woods, custom marquetry and stone inlays complimented by elegant, luxurious furnishings. She accommodates up to eleven guests in five staterooms, featuring a full width main deck master suite with study, Jacuzzi tub and his & hers bathrooms joined by a steam shower, plus four additional staterooms below deck. State-of-the-art entertainment systems, a unique bar with electronic organ and Karaoke, alfresco dining, Jacuzzi and a wide variety of water toys; ANJILIS is the ultimate in comfort and luxury.

LEISURE: 10.36m (34') Intrepid in tow with twin 250HP Mercury Cruisers, rigged for fishing, 6.5m (21') Novurania Custom Line 650 w/190HP Yamahas, 2 WaveRunners, 1 Tandem Ocean kayak: Hobie Odyssey fits 2 adults, 1 child, Towable toys, Inflatables, Snorkeling gear, Scuba diving equipment (rendezvous diving), Fishing gear, Bicycles, Treadmill, adjustable dumbells and folding exercise bench, 8 person Jacuzzi.

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CALLIOPE

LOA: 42.28m / 138'8" **BEAM:** 8.40m / 27'6" **BUILT:** Holland Jachtbouw **YEAR:** 2010 **GUESTS:** 12
CREW: 9 **CRUISING AREA: SUMMER** – Central America and South Pacific **WINTER** – Caribbean

Built by Holland Jachtbouw with interior by Rhoades Young Ltd., this sensational yacht is sophisticated throughout. CALLIOPE has a classic and elegant interior featuring limed oak architecture combined with modern furniture. Expansive decks, alfresco dining, Jacuzzi on deck and a great selection of water toys. She accommodates 10 guests in five en suite staterooms. Main deck master suite with private library, lounge area and his and hers bathrooms; two queens and two twins below deck. CALLIOPE has received two design awards: 2011 World Super Yacht Award and 2011 Showboats Design Award for Exterior Design & Styling.

LEISURE: Nautica RIB 18' widebody with 115hp outboard, Nautica RIB 13.5' widebody with 60hp outboard, Water skis, Wakeboard, Donuts, 5-man Banana, 2x Sea-scooters (underwater propelling units for diving and snorkeling), 4x Inflatable Kayaks, Snorkeling gear, 2x Mountain bikes, Treadmill, Gym equipment, Jacuzzi, Barbecue.

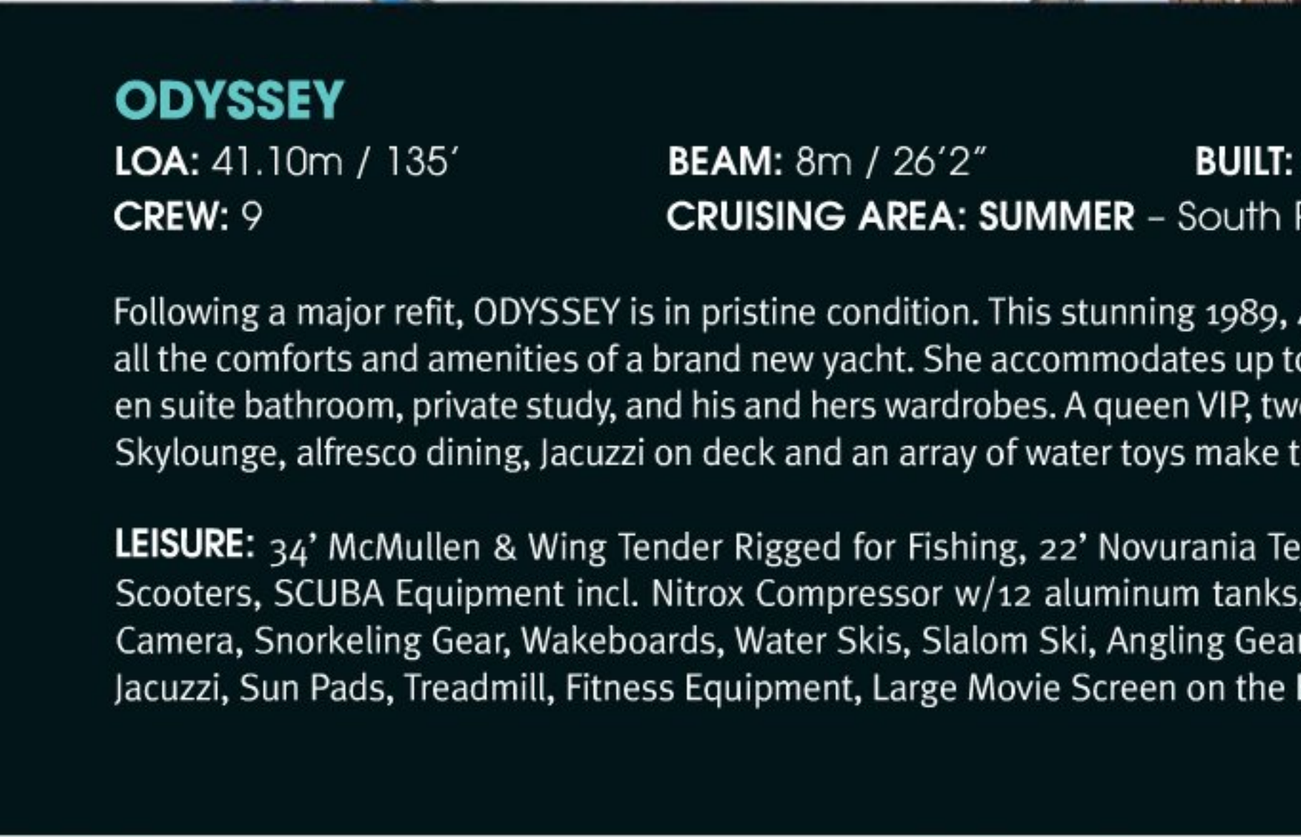
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ODYSSEY

LOA: 41.10m / 135' **BEAM:** 8m / 26'2" **BUILT:** Feadship **YEAR/REFIT:** 1989/2010 **GUESTS:** 11
CREW: 9 **CRUISING AREA: SUMMER** – South Pacific **WINTER** – South Pacific

Following a major refit, ODYSSEY is in pristine condition. This stunning 1989, 41m Feadship is traditional in style with elegant, modern furnishing offering all the comforts and amenities of a brand new yacht. She accommodates up to 11 guests in five lavish staterooms. The main deck master suite features an en suite bathroom, private study, and his and hers wardrobes. A queen VIP, two additional queens and twin stateroom with Pullman berth, are below deck. Skylounge, alfresco dining, Jacuzzi on deck and an array of water toys make this impressive yacht the perfect choice for an unforgettable charter holiday.

LEISURE: 34' McMullen & Wing Tender Rigged for Fishing, 22' Novurania Tender, 2x Stand Up Paddleboards, 2x 2-person Kayaks, 2x Underwater Sea Scooters, SCUBA Equipment incl. Nitrox Compressor w/12 aluminum tanks, Dive Computers, Snorkel Gear, Underwater Camera and Advanced Video Camera, Snorkeling Gear, Wakeboards, Water Skis, Slalom Ski, Angling Gear, 2x Firewire Surfboards, Boogie Boards, Inflatables, Assorted Beach Toys, Jacuzzi, Sun Pads, Treadmill, Fitness Equipment, Large Movie Screen on the Bridge Deck, New 'Beach Club' on Folding Transom.

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ROSINANTE OF NOTIKA

LOA: 32.6m / 106'11" **BEAM:** 8.10m / 26'6" **BUILT:** Notika Yacht **YEAR/REFIT:** 1998/2005 **GUESTS:** 6
CREW: 5 **CRUISING AREA: SUMMER** – East Mediterranean **WINTER** – Caribbean

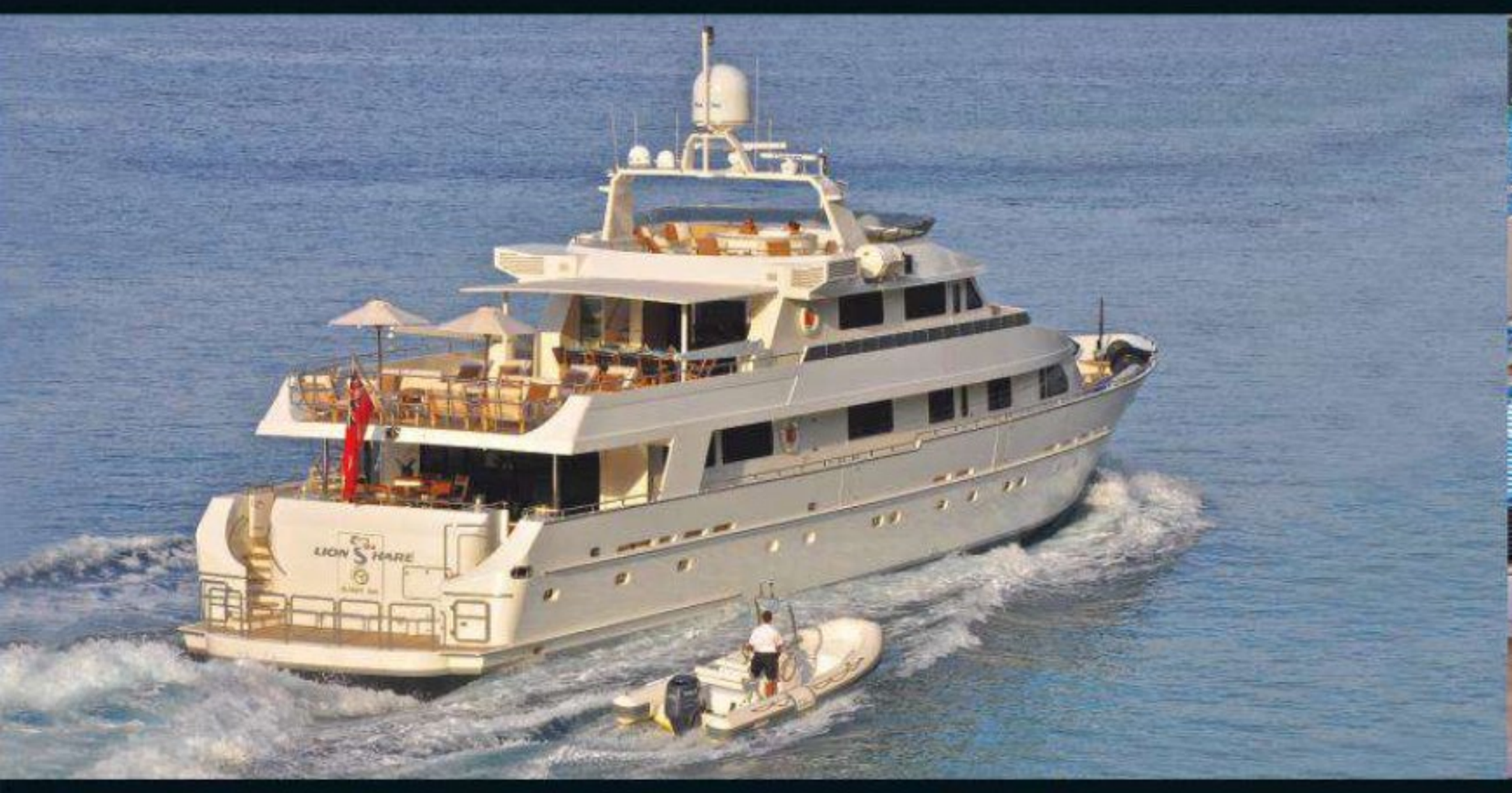
ROSINANTE OF NOTIKA is a true performance sailing yacht designed as a "Maxi 107". Well-designed and practical, this versatile three-stateroom ketch, that underwent an extensive refit in 2005, features beautiful interior woodwork and lots of natural light. She has spacious guest accommodations, each with en suite amenities along with several entertainment areas to provide a relaxed and comfortable atmosphere. Alfresco dining, either under cover or in the open, fresh sea air, guests can also relax on the large sun pads or enjoy the full array of water toys. Her folding 'beach club' makes her truly unique. A powerful sailing yacht, she has a crew of five to ensure a great charter holiday in Greece, Turkey and Croatia.

LEISURE: Avon RIB with 100HP engine, Zodiac Dinghy with 9.9HP engine, water-skis, wakeboard, kneeboard, snorkel and SCUBA equipment, fishing gear and net, barbecue, closed circuit video system with three cameras, computer.

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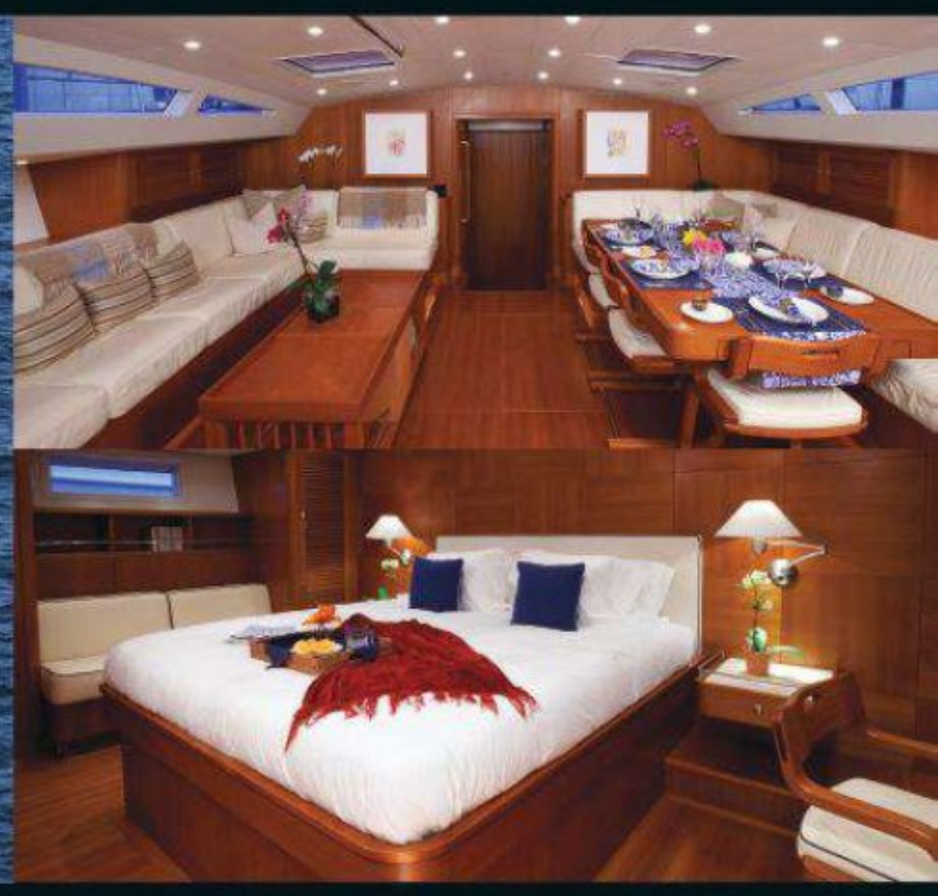


LIONSHARE

LOA: 39.64m / 130′ **BEAM:** 7.63m / 25′ **BUILT:** Heesen **YEAR:** 1987 **GUESTS:** 11
CREW: 8 **CRUISING AREA: SUMMER** – Mediterranean **WINTER** – Caribbean

Extensively refitted in 2008, LIONSHARE's light and airy Clifford Denn interior combines pale tones, hardwood floors and dark wood highlights in a stunning and contemporary open plan layout. Ample deck spaces, alfresco dining, plus a great selection of water sports, make this impressive yacht an exceptional choice for a charter holiday. The convivial crew of eight includes diving instructor, jetski instructor and qualified massage therapist.

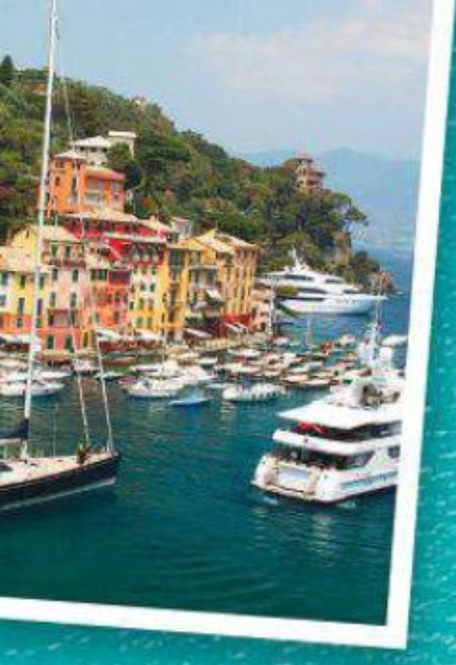




VIRAGO

LOA: 30.48m / 100′ **BEAM:** 7.32m / 24′ **BUILT:** Nautor's Swan **YEAR:** 2006 **GUESTS:** 6
CREW: 4 **CRUISING AREA: SUMMER** – Caribbean **WINTER** – New England

VIRAGO, a Nautor's Swan 100S, is an outstanding choice for an unforgettable sailing charter. This yacht is the ultimate in stylish high performance sailing and the crew will keep it safe and fast while making sailing easy and accessible to all guests. VIRAGO boasts three staterooms; an oversized owner or master stateroom aft and twin staterooms on the starboard and port side, each with en suite facilities.

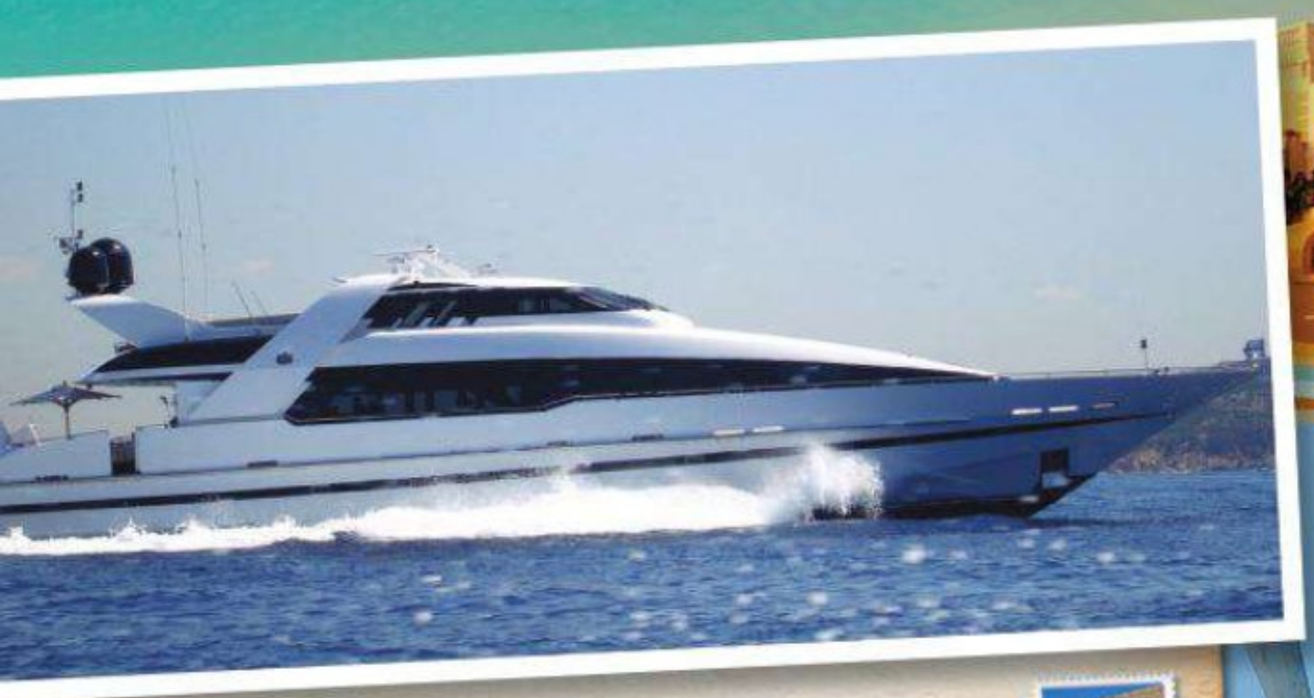




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FROM: $85,000/WK | **GUESTS:** 8 | **CREW:** 7
SUMMER: MEDITERRANEAN | **WINTER:** CARIBBEAN
32' TENDER, 2 SEADOOS, ELLIPTICAL TRAINER, IDEAL FOR 4 COUPLES WITH 1 KING AND 3 QUEEN SUITES.



ANDROMEDA LA DEA | 154' PERINI NAVI S/Y
FROM: €95,000/WK | **GUESTS:** 9 | **CREW:** 8 |
SUMMER: MEDITERRANEAN | **WINTER:** CARIBBEAN
EXCELLENT CREW, MINT CONDITION, FLYBRIDGE JACUZZI, 2 TENDERS, 2 LASERS, 2 MASSEUSES.

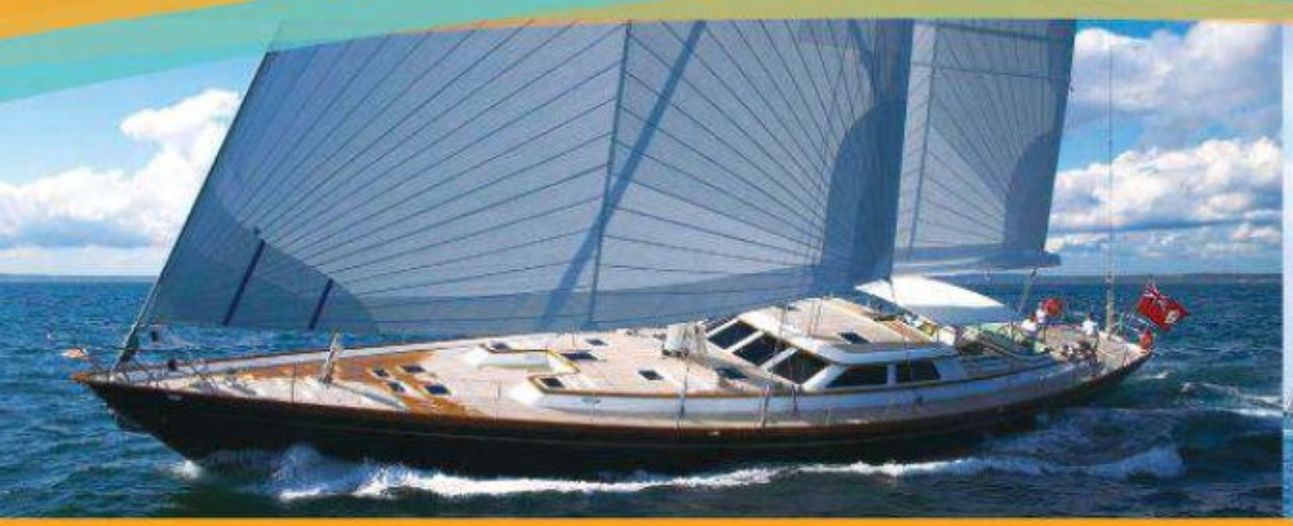




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Guests: 4–6 | **Crew:** 3 | **Summer:** Mediterranean | **Winter:** Caribbean
A head turner. A classic cruise with all the comforts of a newly built yacht.





▶ **CLEVELANDER** | 82' German Frers Swan S/Y | **From:** $35,000/wk
Guests: 6 | **Crew:** 3 | **Summer:** Mediterranean | **Winter:** Caribbean
Performance yacht, 15' carbon fiber tender, wake & paddle boards.

▶ **ISABEL** | 75' Fontaine Friendship Sloop 2010 | **From:** $31,000/wk
Guests: 4 | **Crew:** 2 | **Winter:** Caribbean
Superbly elegant, high quality, new classic yacht, equally sized SRs.





▶ **MORE MAGIC** | 67' Discovery Yachts 2010 | **From:** $18,000/wk
Guests: 6 | **Crew:** 2 | **Summer:** New England | **Winter:** Caribbean
Large cockpit, luxury ensuite heads for all SRs, experienced charter crew.

▶ **VICTORIAN ROSE** | 63' Burger M/Y | **From:** $13,000/wk
Guests: 4 | **Crew:** 2 | **Summer:** New England | **Winter:** Florida/Bahamas
Ideal family yacht, restored to better than new condition, competitively priced.



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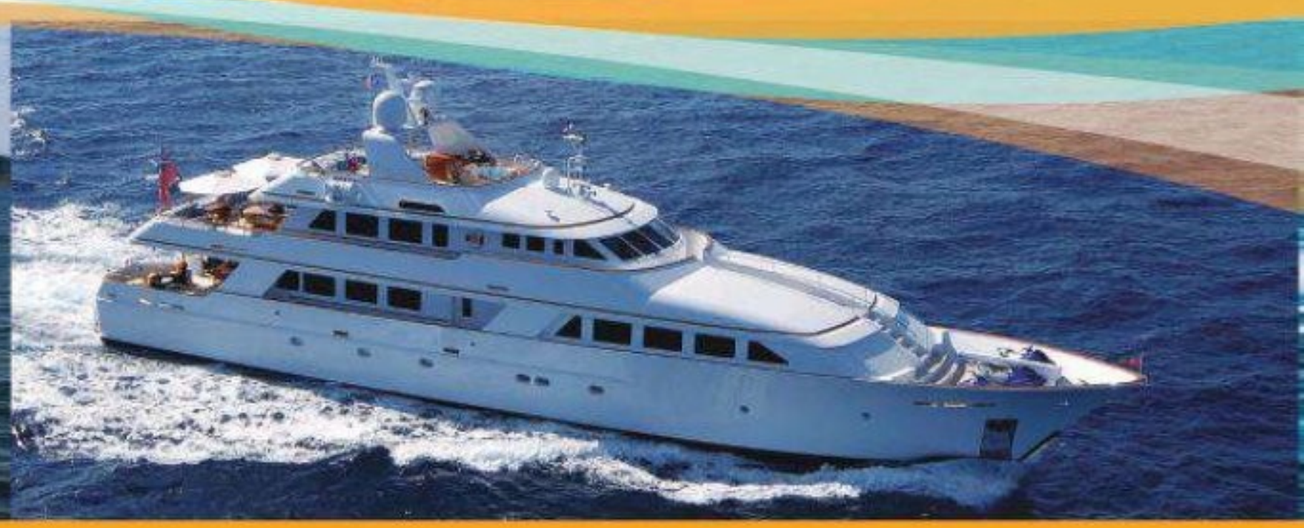
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▶ **DESTINATION FOX HARB'R TOO** | 161' Trinity M/Y | **From:** $230,000/wk
Guests: 11 | **Crew:** 10 | **Summer:** Nova Scotia | **Winter:** Caribbean
Contact us to find out more about the best yachting-golfing itineraries!

▶ **LADY J** | 142' Palmer Johnson M/Y | **From:** $120,000/wk
Guests: 12 | **Crew:** 9 | **Summer:** New England | **Winter:** Caribbean/Bahamas
Visit **www.ladyjyachtcharters.com** to view charter specifications and photography.





▶ **SWEET ESCAPE** | 130' Christensen M/Y | **From:** $85,000/wk
Guests: 10 | **Crew:** 7 | **Summer:** New England | **Winter:** Caribbean/Bahamas
Gym, wi-fi, 2 tenders, 2 waverunners. **www.yachtsweetescape.com**

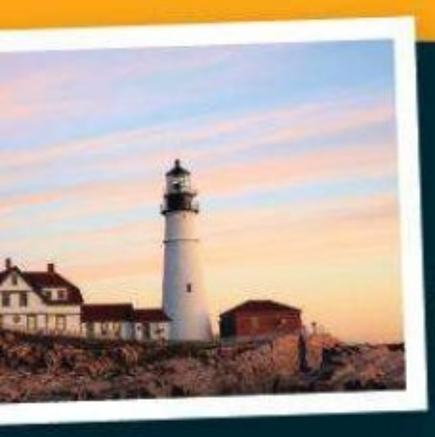
▶ **ARIOSO** | 130' Westport M/Y | **From:** $98,000/wk
Guests: 10 | **Crew:** 7 | **Summer:** Bahamas/New England | **Winter:** Caribbean
Stabilizers at anchor, VSAT constant wireless internet, towed tender, on-deck Jacuzzi.





▶ **LADY VICTORIA** | 88' Rayburn M/Y | **From:** $30,000/wk
Guests: 6–8 | **Crew:** 4 | **Summer:** New England | **Winter:** Bahamas
Popular, elegant yacht, feels like a 100' M/Y, kayaks, on-deck Jacuzzi.

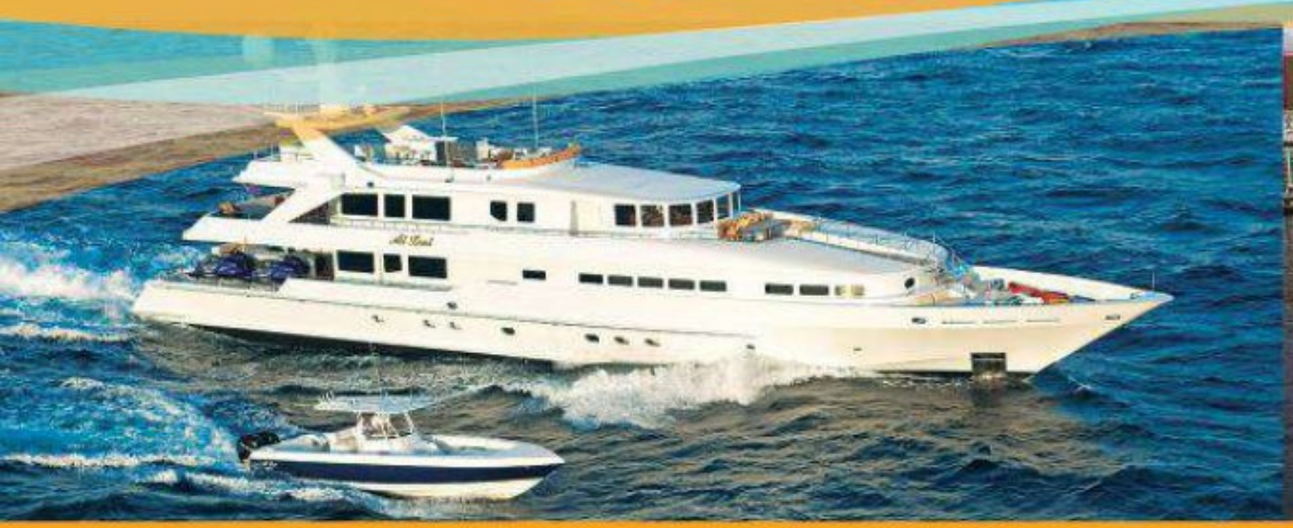
▶ **TRILOGY** | 90' Stephens M/Y | **From:** $29,500/wk
Guests: 8 | **Crew:** 4 | **Summer:** New England | **Winter:** Florida/Bahamas
Immaculate classic yacht with same size Master and VIP staterooms, charming crew.



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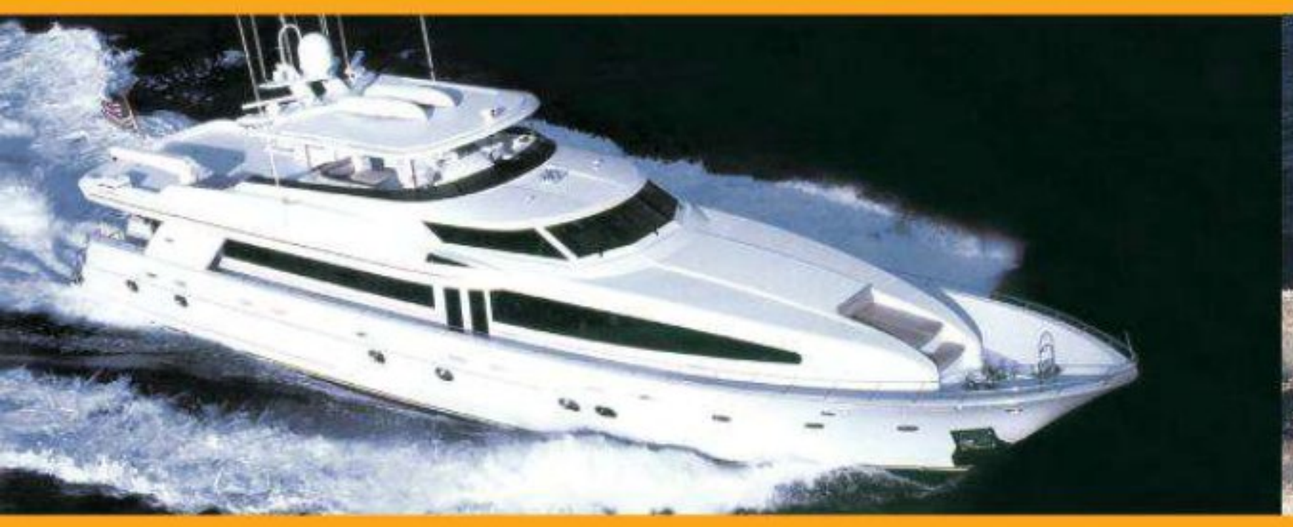


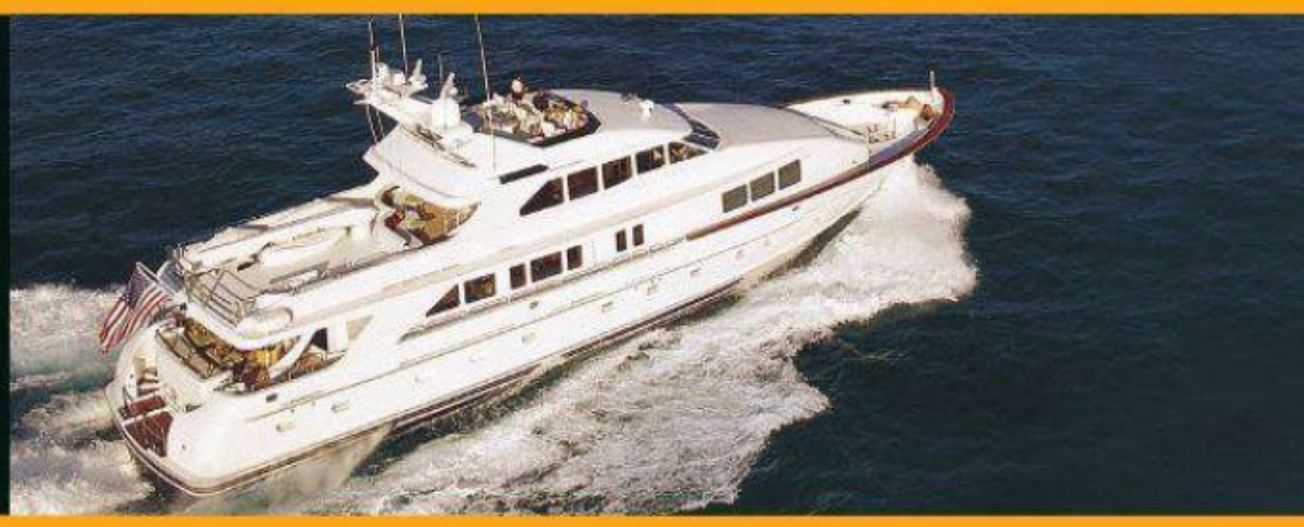




▶ **AT LAST** | 145' Heesen M/Y | **From:** $110,000/wk
Guests: 11 | **Crew:** 8 | **Summer/Winter:** Bahamas
35' Towed tender, 36' water slide, 4 waverunners, scuba, skis, VSAT & more!

▶ **MISS MICHELLE** | 130' Westport M/Y | **From:** $120,000/wk
Guests: 11 | **Crew:** 7 | **Summer/Winter:** Bahamas
The ultimate water sports adventure: giant slide, tenders, toys, towables, skis and more!





▶ **OLGA** | 121' Crescent M/Y | **From:** $65,000/wk
Guests: 8 | **Crew:** 6 | **Summer/Winter:** Bahamas
Spa treatments, scuba diving from yacht, stabilizers at anchor, VSAT.

▶ **UNFORGETTABLE** | 100' Inace M/Y | **From:** $48,000/wk
Guests: 10 | **Crew:** 5 | **Summer:** Bahamas | **Winter:** Caribbean
Great value with 5 staterooms, 20' tender rigged for fishing, wi-fi, 2 jetskis.





▶ **TIGER'S EYE** | 98' Hargrave M/Y | **From:** $38,000/wk
Guests: 8 | **Crew:** 4 | **Summer/Winter:** Florida/Bahamas
Jacuzzi, 3 person waverunner, skis, double kayak, convertible twin guestroom.

▶ **ZAZU** | 94' Classic Feadship | **From:** $29,500/wk
Guests: 6 | **Crew:** 4 | **Summer/Winter:** Florida/Bahamas
Superb Art Deco interior, excellent crew offering great service and hospitality.

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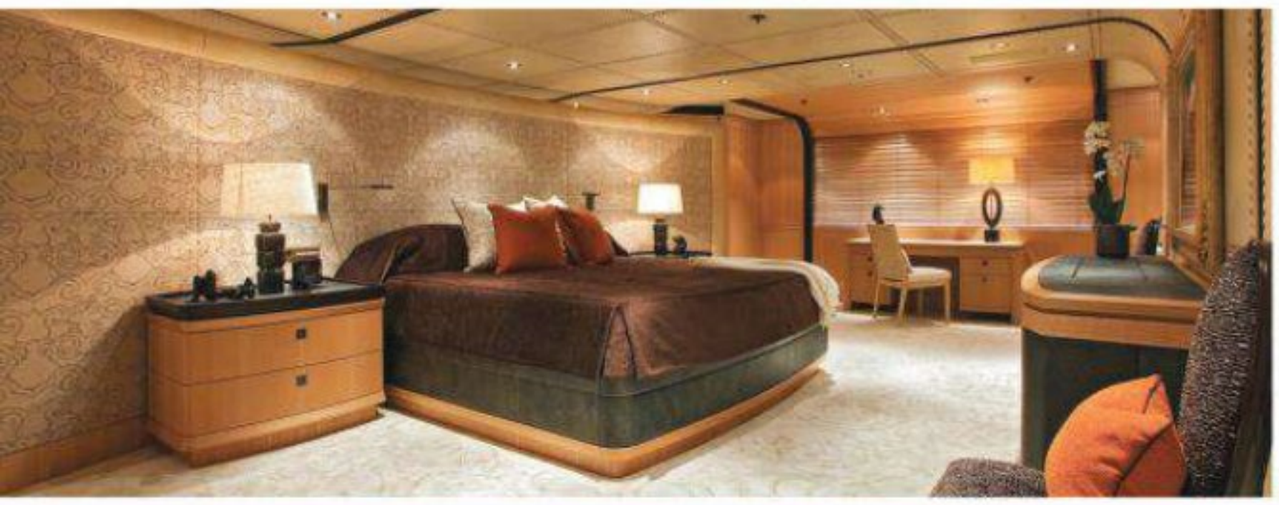
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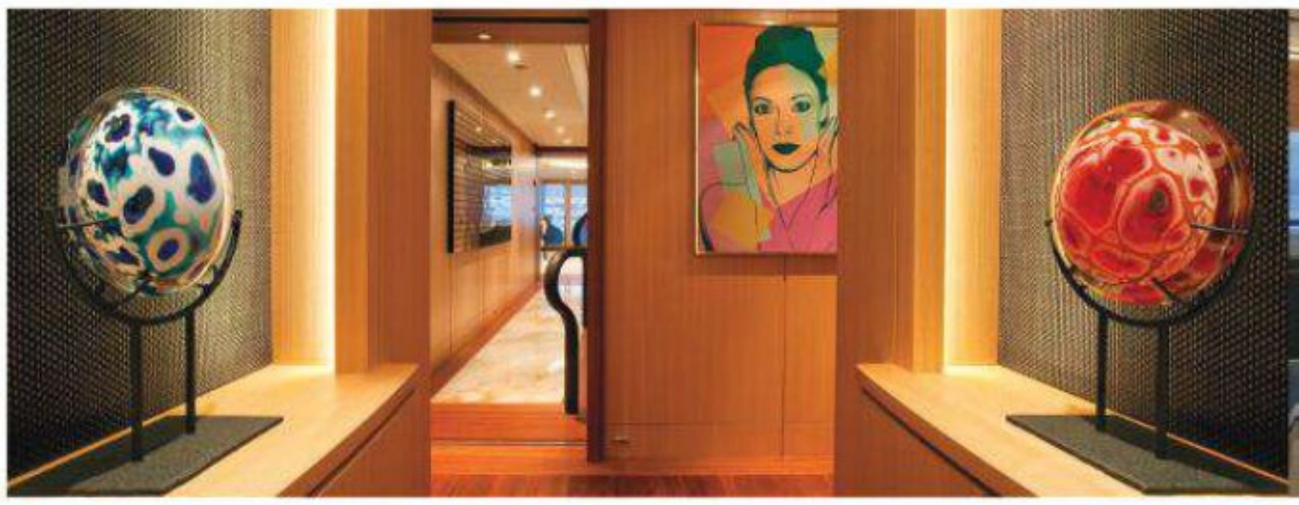
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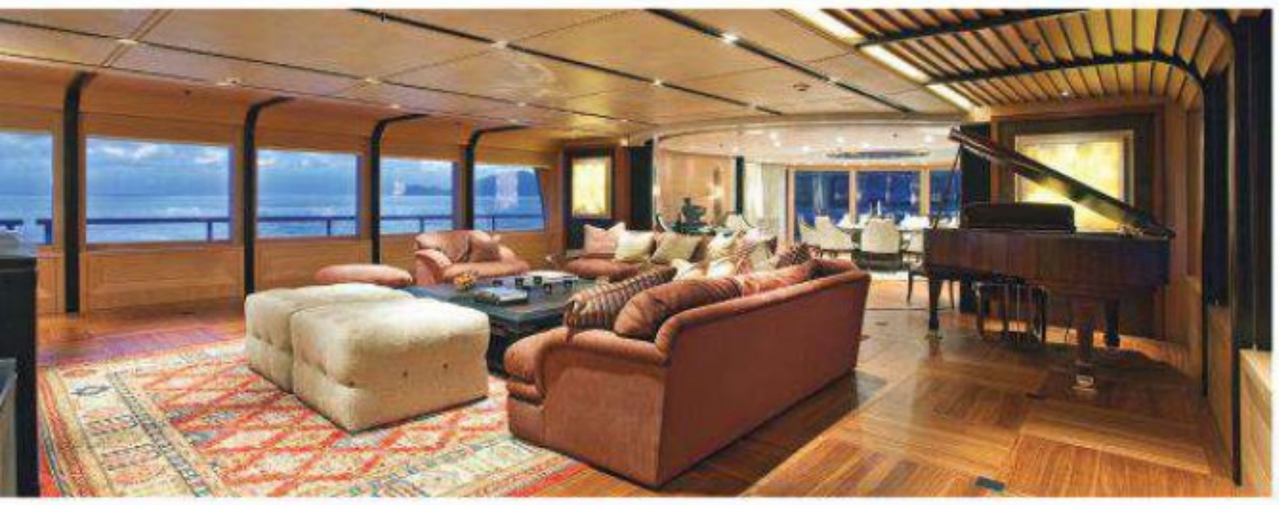
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Photography by Marc Paris.





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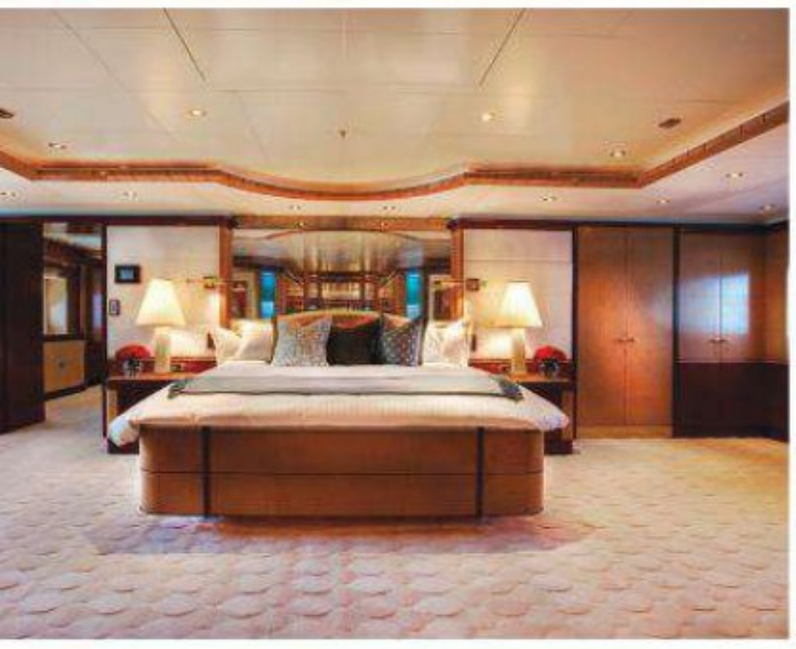
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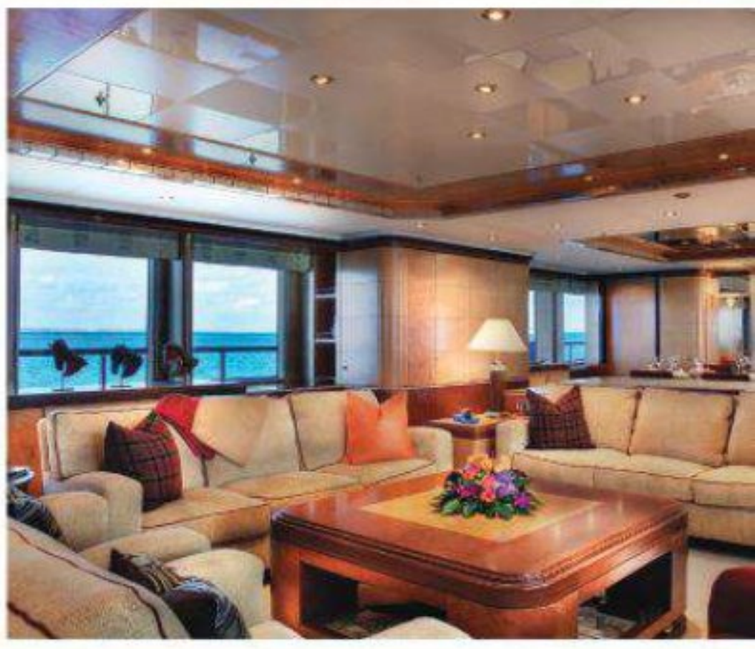
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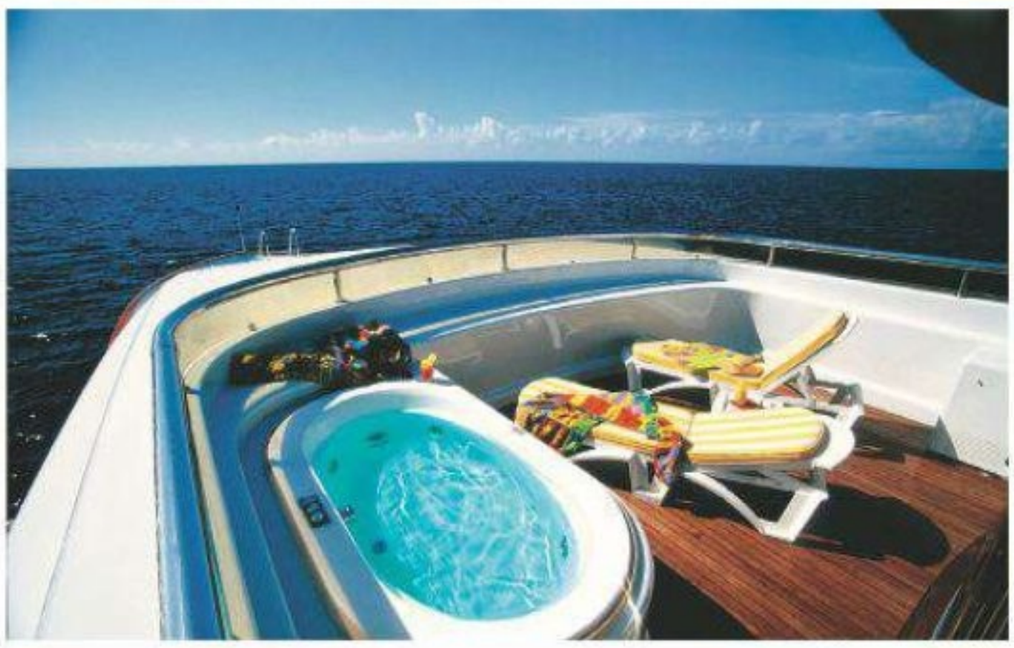
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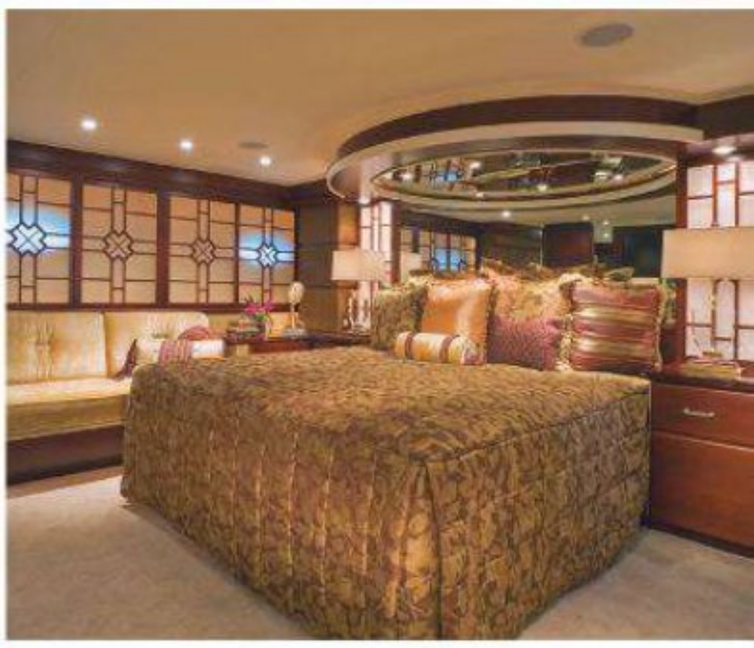
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Hemisphere FOR CHARTER









WINTER/SUMMER: **Caribbean / Mediterranean**
LOA: **145ft (44.2m)**
BEAM: **54.5ft (16.6m)**
BUILT: **Pendennis Shipyard, UK**
YEAR: **2011**
GUESTS: **10 / 12 (4 double, 1 twin with 2 pullmans)**
CREW: **8 +2**

Launched in 2011 Hemisphere is the world's largest luxury catamaran, and boasts the ultimate fusion of extravagance and dynamic performance. Destined for the luxury charter market, Hemisphere's imposing size allows ample room for all the luxuries guests' desire, while also making her conducive to sail or motor at high speeds.

Hemisphere comfortably accommodates up to 12 guests in 5 luxurious cabins, and no two cabins are identical. Fifteen types of stone, 18 different leathers, and a variety of finishes including walnut soles, brushed oak and wengé, mark a distinctively astonishing interior decorum best described as "Polynesian Six Star Luxury."

Outside, the fly bridge presents tremendous deck space for recreation, while an inviting seating area surrounds an irresistible spa pool. A very wide inventory of water toys is carried and an experienced crew provides first-class service.

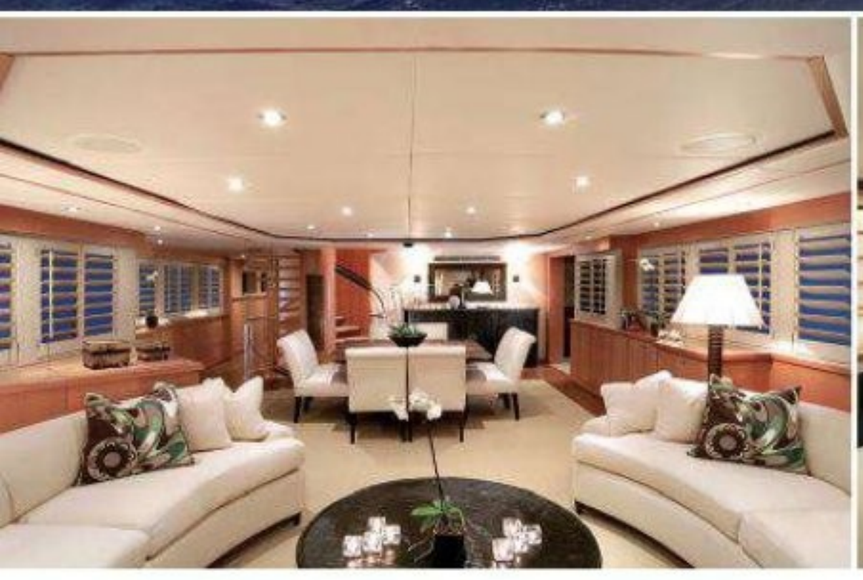
Special Features

Jacuzzi, comprehensive dive centre complete with Nitrox air, 2 x dive instructors on board, 54ft (16.4m) F & S Hemisphere TT Custom Sport fishing boat for game fishing, diving & guest excursions, home cinema

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Blind Date FOR CHARTER









WINTER/SUMMER: **Caribbean / Mediterranean**
LOA: **135ft (41m)**
BEAM: **26.1ft (8m)**
BUILT: **Lurssen, Germany**
YEAR: **1995 (refitted 2004 & 2005)**
GUESTS: **8 (4 double)**
CREW: **6**

Sleek, fast & modern, Blind Date offers a truly remarkable charter experience. Built with German precision by Lurssen – a name synonymous with reliability and workmanship of the highest quality – she was recently refitted and now features an immaculate, Zen-like Patrick Knowles interior.

The unique configuration of Blind Date ensures that every guest is accommodated in a stateroom that is spacious, tranquil and unique. Each stateroom is a private retreat complete with luxurious en-suite facilities finished in marble, state-of-the-art entertainment systems and sumptuous furnishings.

With an 18-knot cruising speed combined with a particularly shallow draft, Blind Date can take you wherever you want to go, even to the quietest anchorages and most exclusive bays.

Special Features

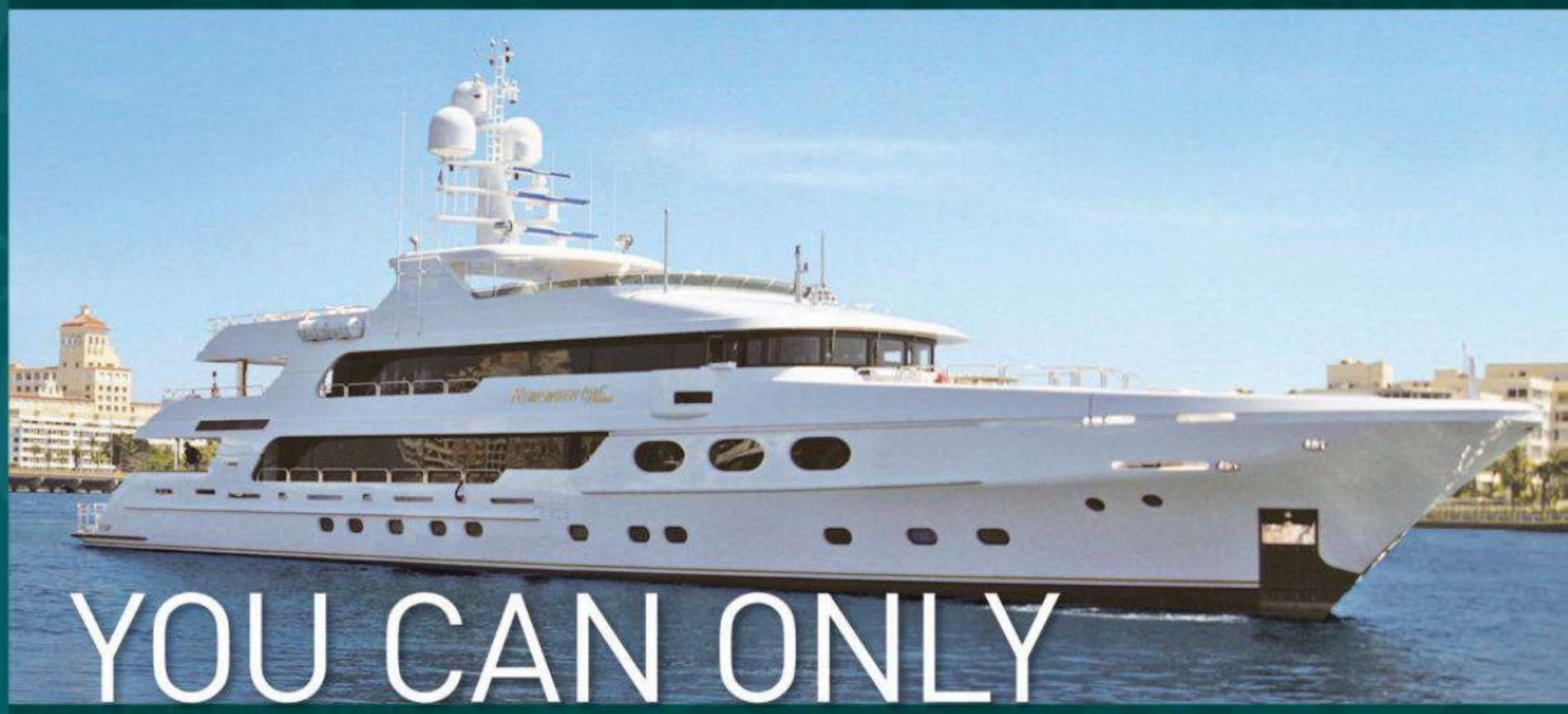
Exercise equipment, extensive list of water toys

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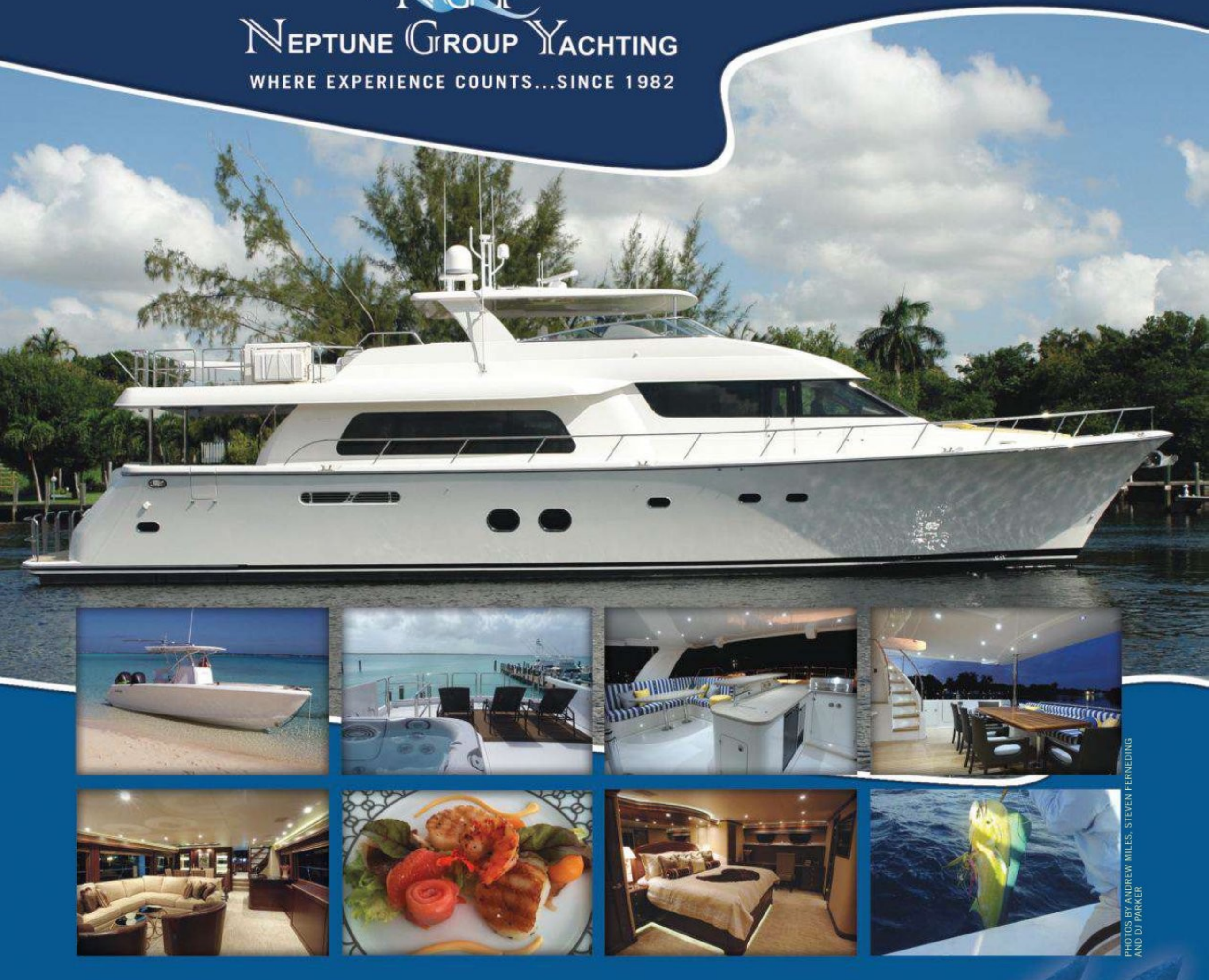
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Maltese Falcon *88m (289'), 2006*



Fidelis *56m (184'), 2011*



Melek *56m (184'), 2010*



Zenji* *56m (184'), 2004/2009*



Perseus *50m (163'), 2001*



Antara* *46m (153'), 1991/2011*



Ellen V *40m (133'), 2001*



P2* *38m (125'), 2008*



Freedom* *38m (124'), 1986/2004*



Heritage M *33.5m (110'), 2000*

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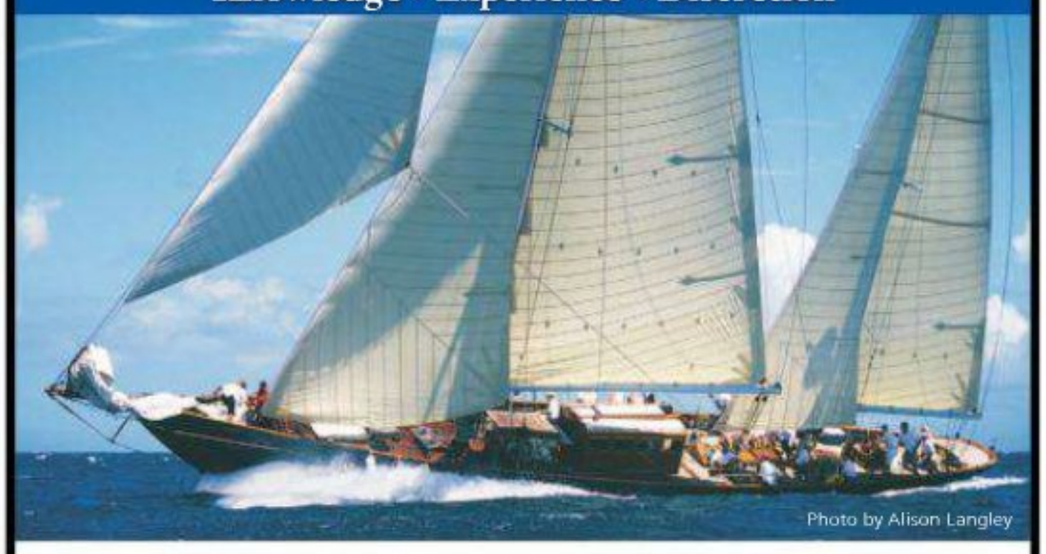


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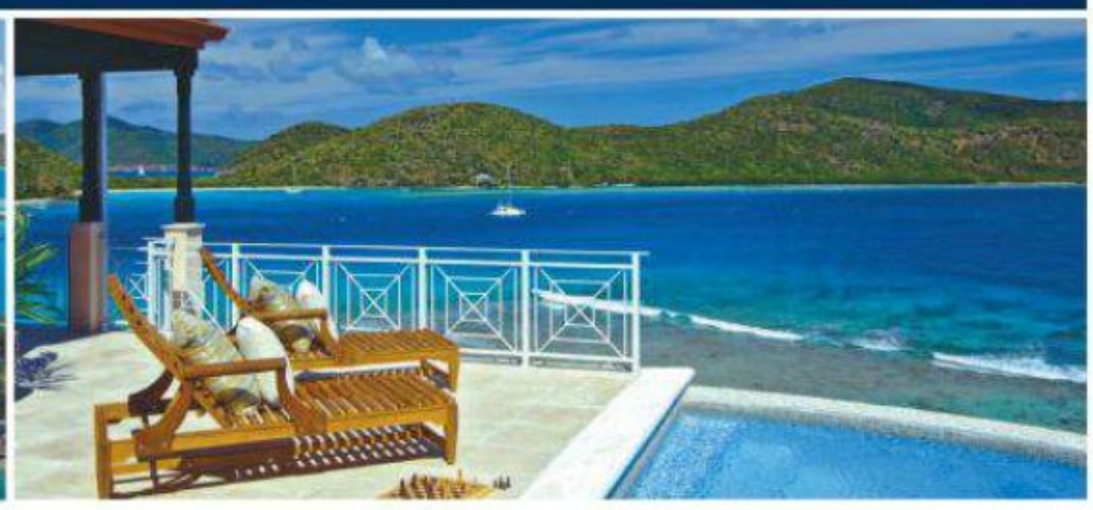
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To get you started, or inspire your *next* charter adventure, contact any of the professionals below — and tell them YACHTING sent you. ❑

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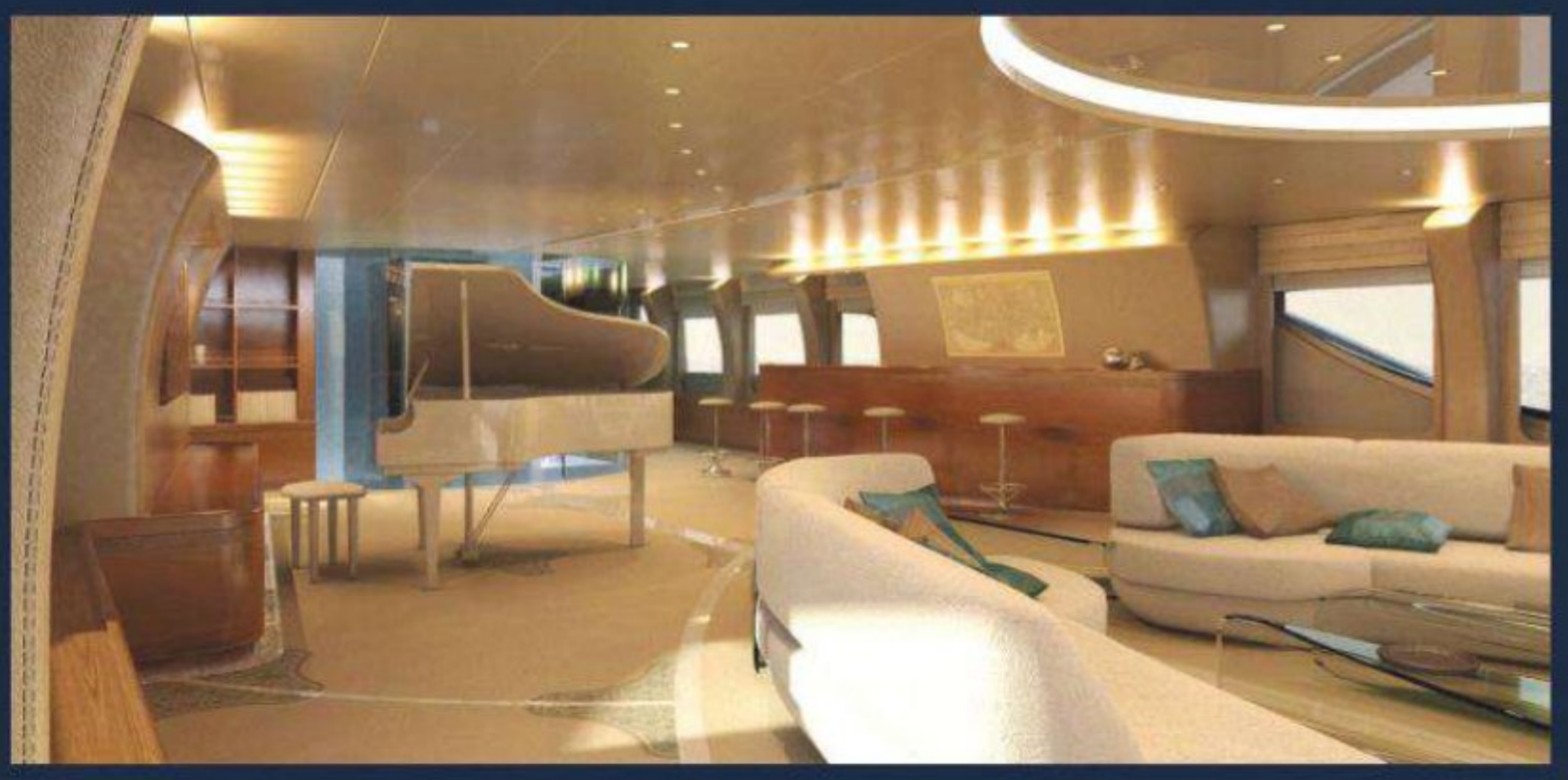
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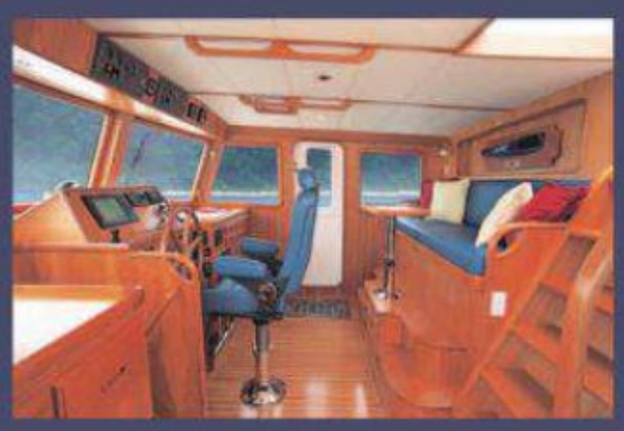
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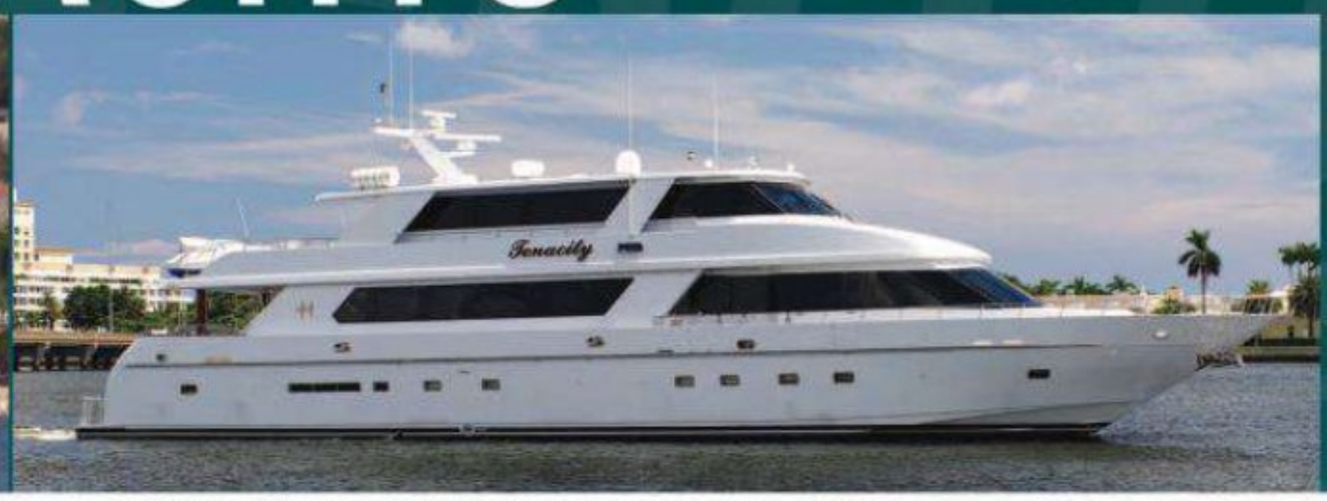
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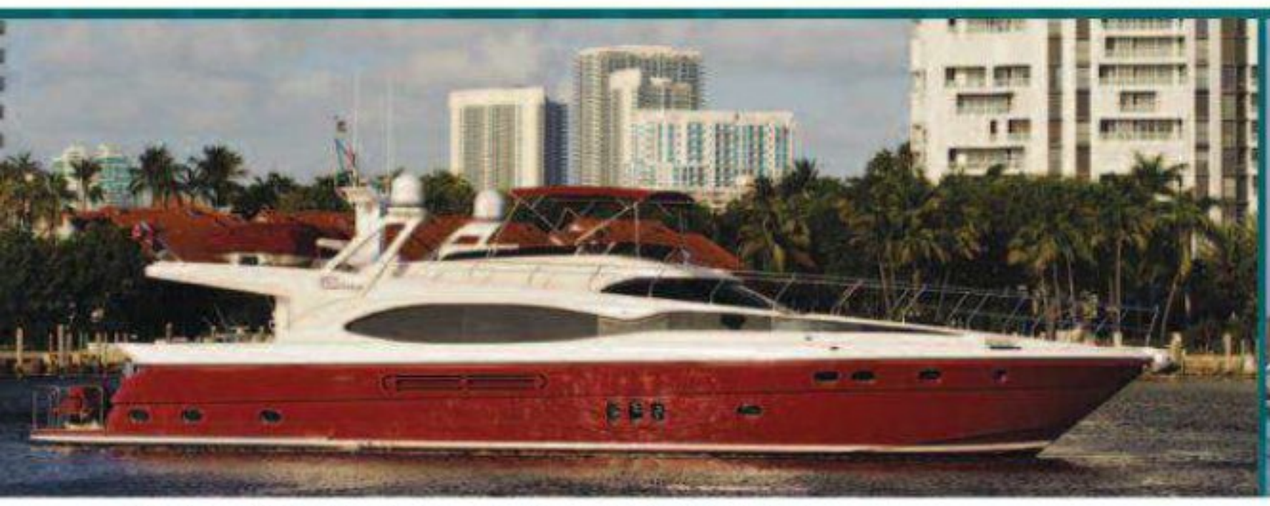
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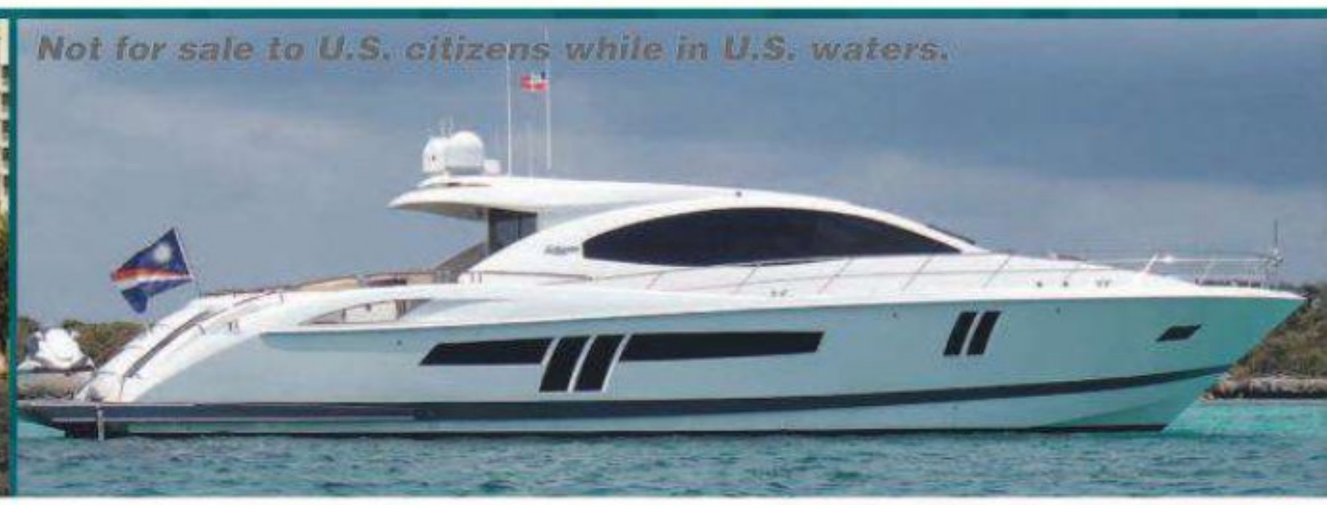
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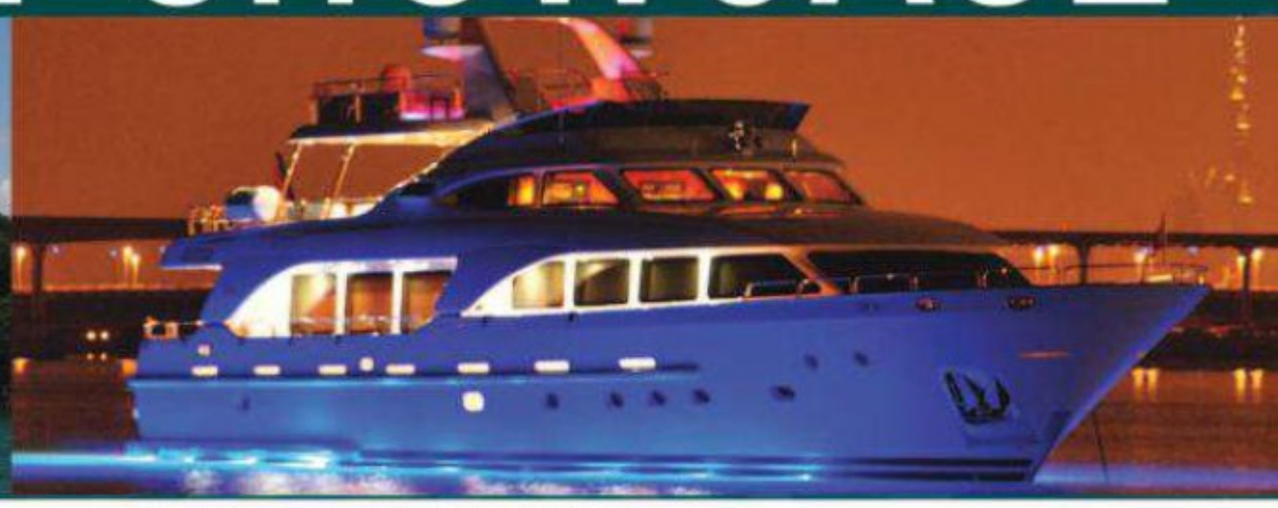
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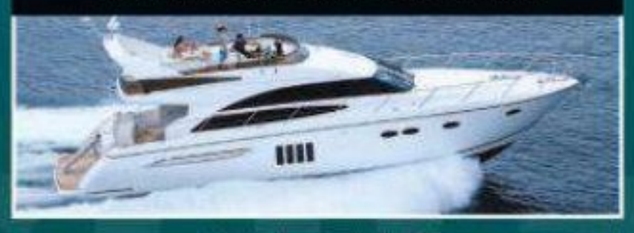
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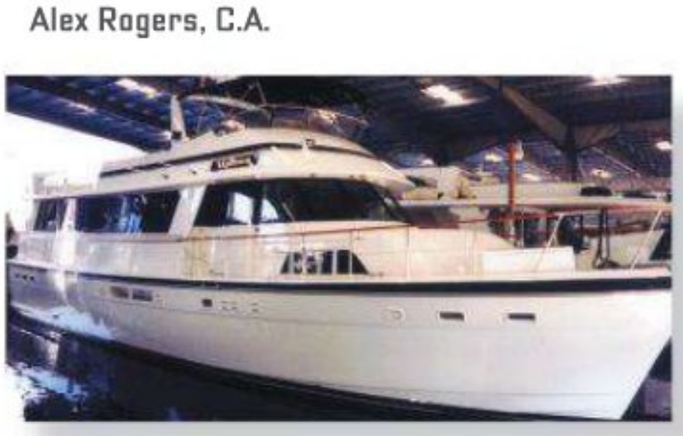
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FELICIA | 19m (62') | Pershing | 2006 | 1,350,000 USD
Best Pershing 62' deal in the America's. Perfectly well maintained. Reaches 48 knots with superb stability, comfort, and less fuel consumption. Low hours. MOTIVATED SELLER.
Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | jose.aranajr@fraseryachts.com





PICOSA LADY | 22m (75') | Fleming | 2001 | POA
Meticulously maintained and continuously upgraded in all areas, including: AV, Electronics, interior décor, galley, exterior soft goods, tender and much more.
Jody O'Brien | Ft. Lauderdale +1 954 463 0600 | jody.obrien@fraseryachts.com

QUIVIRA | 35m (116') | Benetti | 1979/2008 | 3,995,000 USD
Exudes old world charm, elegant mahogany interior, a rare find on today's market.
James Nason | San Diego + 1 619 225 0588 | james.nason@fraseryachts.com

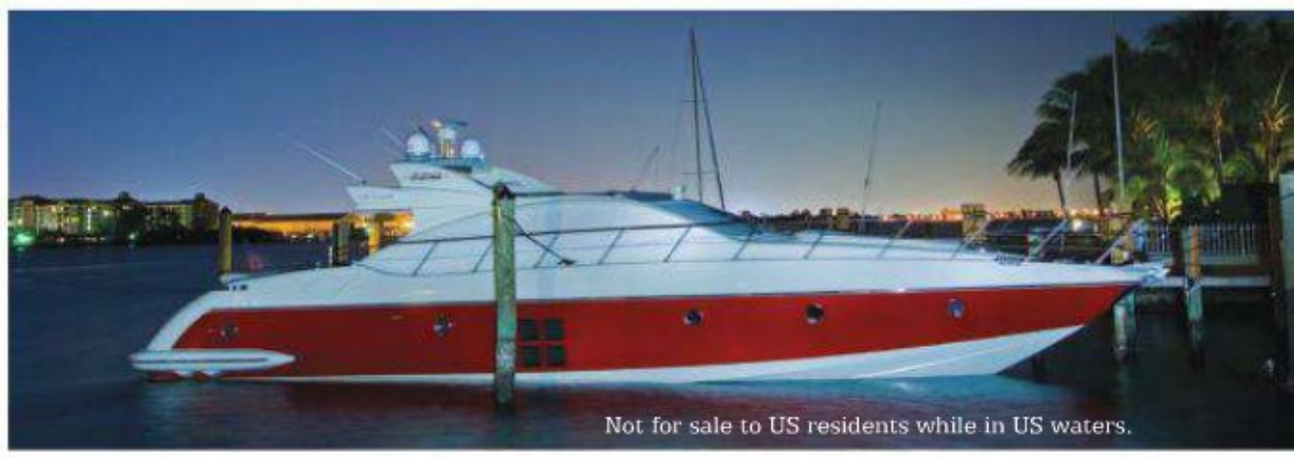




NIGHT MOVES | 20m (67') | Holland Yachts | 2010 | POA
Extremely well built, fabulous interior woodwork, large island galley, power sliding hard top and garage.
Brian Holland | Seattle + 1 206 382 9494 | brian.holland@fraseryachts.com

PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | POA
Designed with elegance and comfort, Princess Sarah is in pristine condition. Features 6 Staterooms with on deck master.
Scott French | Fort Lauderdale + 1 954 463 0600 | scott.french@fraseryachts.com





NIRVANA | 19m (61') | Viking Yachts | 2005 | 1,295,000 USD
Outstanding opportunity to acquire the finest west coast equipped Viking 61' on today's market. Full west coast tower, CAT C-32's, excellent electronics package.
Michael Gardella | San Diego +1 619 225 0588 | michael.gardella@fraseryachts.com

LOVING LIFE | 20m (68') | Azimut | 2005/2011 | 1,185,000 USD
Complete refit in 2011. Maneuvering Joystick, Retractable Hardtop, Upgraded Interior, New Jet Tender, Premium A/V, Upgraded Electronics, SAT TV and much more.
Jose Arana, Jr. | Fort Lauderdale + 1 954 463 0600 | jose.aranajr@fraseryachts.com

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136 CUSTOM MEGAYACHT 2011



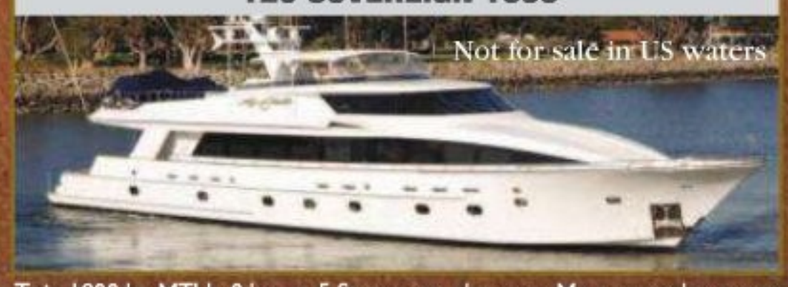
Powered w/ MTUs, accommodates up to 12 guests, perfect for personal or charter use. Contact Andrey Shestakov.

150 RICHMOND 2010



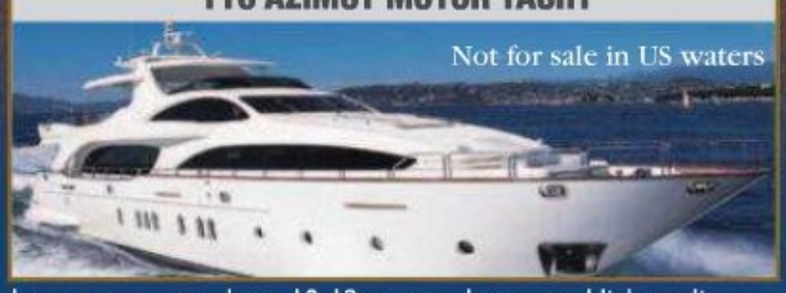
6 owner staterooms plus 10 crew. Helicopter capable. MTU power, with full warranties. Contact Mack Carroll or Trevor Carroll.

120 SOVEREIGN 1999



Twin 1800 hp MTUs, 0 hours. 5 Stateroom plus crew. Many upgrades, recent paint. Beautiful light maple interior. Located California. Contact Mack Carroll.

116 AZIMUT MOTOR YACHT



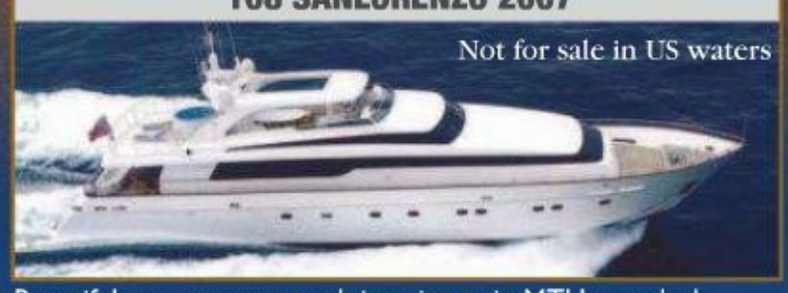
Layout accommodates 10-12 guests plus crew. High quality Italian workmanship. Contact Joe Marino

115 TRINITY REFIT 2007/2008



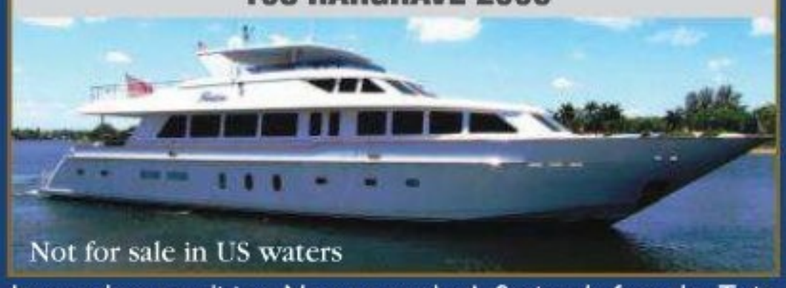
Twin 3412 CATs, Luxuriously appointed four stateroom plus crew. Full electronics & many toys. Jacuzzi on flybridge. Ideal for personal use or charter. Contact Mack Carroll.

108 SANLORENZO 2007



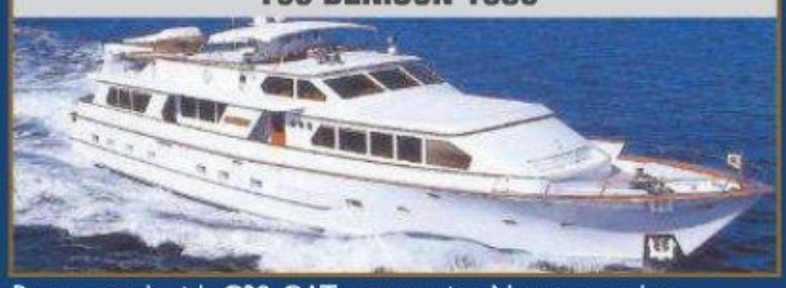
Beautiful contemporary oak interior, twin MTUs, on-deck Guest Cabin/Media Room. Contact Joe Marino.

108 HARGRAVE 2006



Immaculate condition. New to market! Seriously for sale. Twin C32 CATs. Contact Andrey Shestakov.

106 DENISON 1986



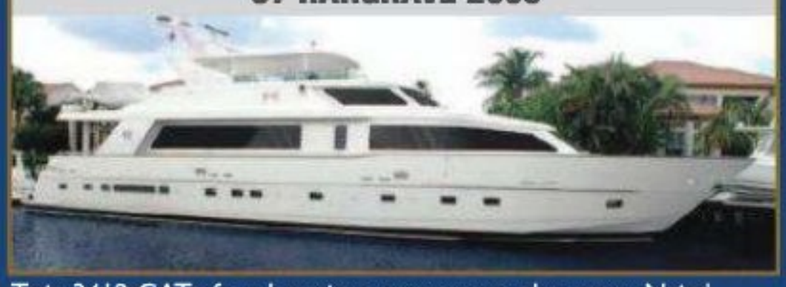
Repowered with C32 CATs, new paint. New to market. Contact Joe Marino.

100 HORIZON 1997



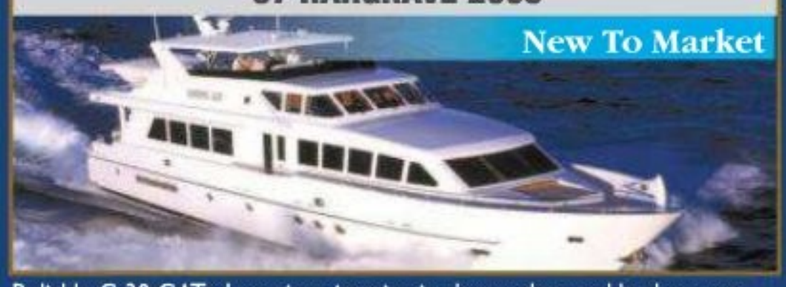
She gives the illusion of a much larger vessel w/ her split level floor plan and full beam master. 4 Stateroom plus crew. Contact CA, Joe Marino.

97 HARGRAVE 2005



Twin 3412 CATs, four luxurious staterooms plus crew, Naiad stabilized, SAT TV & impressive electronics. Contact CA, Ed Biggie.

97 HARGRAVE 2005



Reliable C-30 CATs. Luxurious interior in cherry gloss and burl accents. Updated electronics and many recent upgrades. Contact CA Trevor Carroll.

90 FALCON 2010



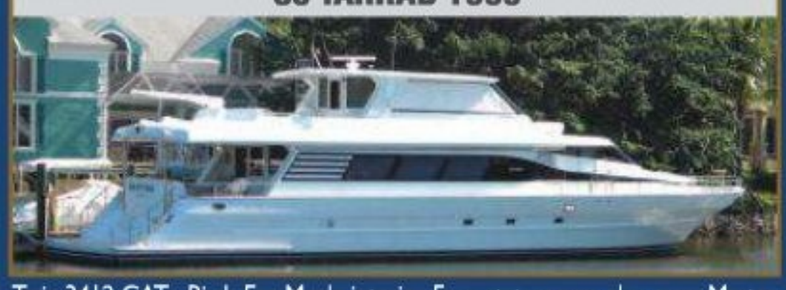
MTU 16V2000s. 4 cabins for guests plus crew. Under warranty. Euro power plus Atlas converter. Contact Joe Marino.

85 AZIMUT 2010



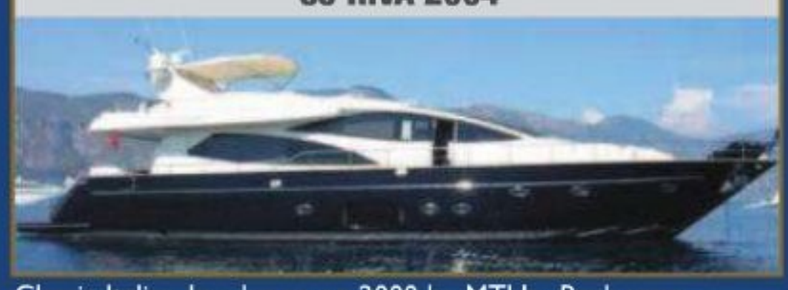
Twin CAT C32s with low hours. 4 Stateroom plus crew. Extremely well maintained. Nicest on market. Contact CA Joe Marino.

85 TARRAB 1999



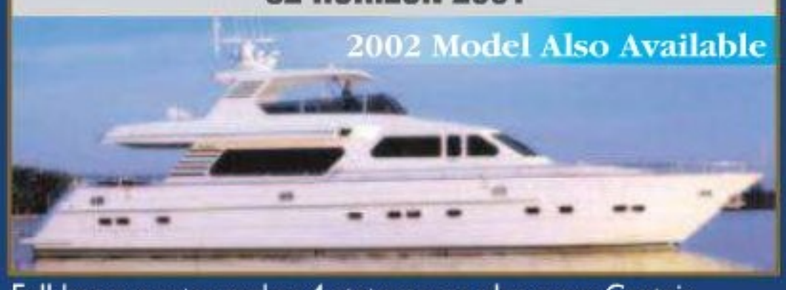
Twin 3412 CATs, Birds Eye Maple interior, Four staterooms plus crew. Master is full beam. Has the space of most 100' vessels. Contact CA, Mack Carroll.

85 RIVA 2004



Classic Italian, low hours on 2000 hp MTUs. Bank repo - 1.7M Euros. Contact Mark Meyer.

82 HORIZON 2001



Full beam master makes 4 staterooms plus crew. Captain maintained. Contact Joe Marino or Trevor Carroll.

82 SAN LORENZO 1994



Finest Italian motoryacht. Turn-key condition. 4 staterooms plus crew. On-deck Jacuzzi. Contact Brad Nelson.

80 POSILIPPO 2001



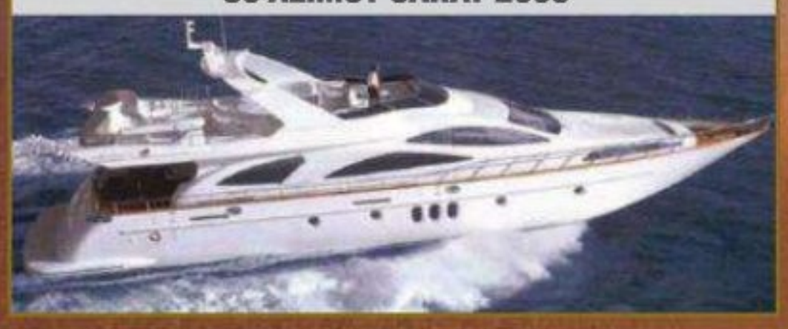
4 staterooms plus crew, built to US specs. 3412 CATs w/ low hrs., capt. maintained, lots of toys. Contact CA Gregg Silver.

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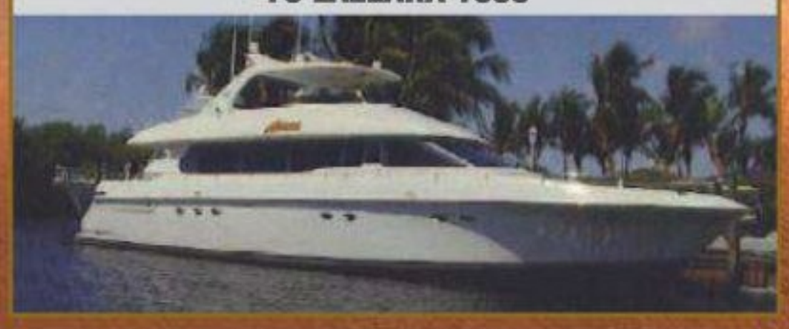
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80 AZIMUT CARAT 2005



Twin C-30 CATs. Loaded - Atlas, KVH TV, SAT phone. Located in Italy. Contact Joe Marino.

76 LAZZARA 1995



Twin 1150 MTUs. 5 Staterooms. Refit 2002 incl. repowering, gens, bow thruster, A/C. Better than new! Contact CA Chris Carroll.

74 MOCHI 2006



Twin 12v2000s, 4 S/R/4 Head layout. Exquisite woodwork, fine Italian craftsmanship. Best of the best! Contact CA Trevor Carroll.

74 VIKING ENCLOSED BRIDGE 2005



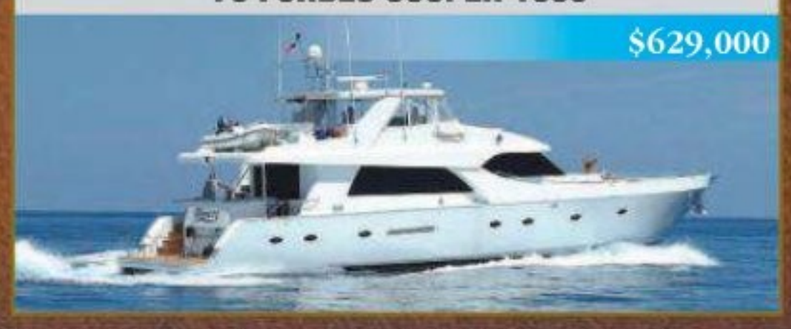
Twin 2000 hp MTUs. No expense spared. New upgrades include Hydro outriggers, KVH SAT TV, teak deck, Blue Water chair. Contact CA Ed Biggie.

74 SUNSEEKER MANHATTAN 2002



Twin 1300 hp MANs. 4 stateroom plus crew. Bimini top. Located in S. Florida. Contact Andrey Shestakov.

73 FORBES COOPER 1995



Mulder design built for demanding Pacific Northwest Seas. 4 stateroom plus 2 crew. T-765 Detroits w/ low hours. Call Brad Nelson.

72 VIKING SPORT CRUISER 2001



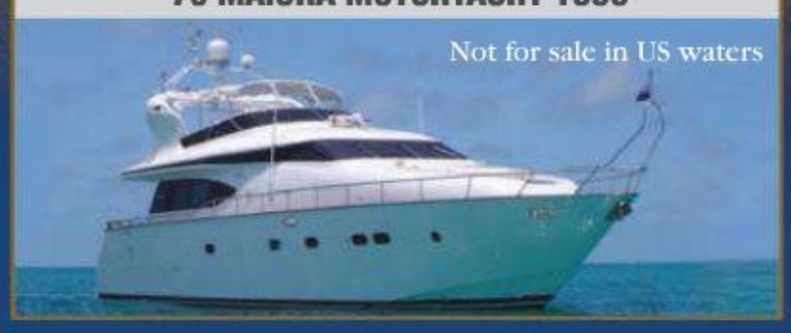
Very motivated Seller. Best priced on the market. 4 staterooms plus crew, captain-maintained. Contact Andrey Shestakov.

72 VIKING COCKPIT MOTOR YACHT 1991



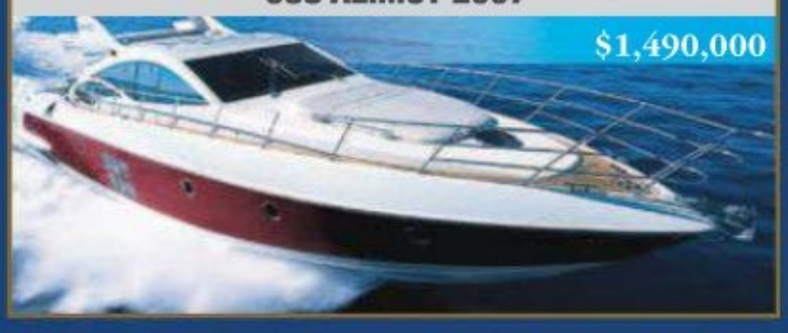
Twin 1292s, extended aft deck, recent interior upgrades. Four stateroom/galley up. Pipewelders hard top. Contact Mike Levell.

70 MAIORA MOTORYACHT 1996



Classic Italian 3 SR plus 3 crew. SAT TV, bow thruster, T-18.5 kw gens. Twin 1150 hp MTUs. Call CA, Joe Marino.

68S AZIMUT 2007



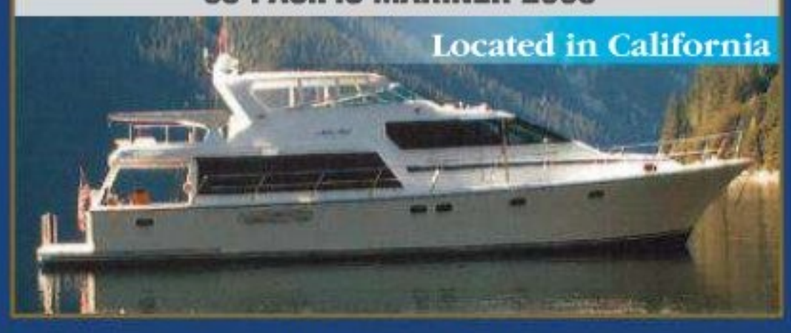
MAN 1360 HP Common Rails fly at 40 mph! Low hours. Mint! New to Market. Fresh water boat now in S. FL. Contact "CA" Dean Anthony.

68 SUNSEEKER PREDATOR 2005



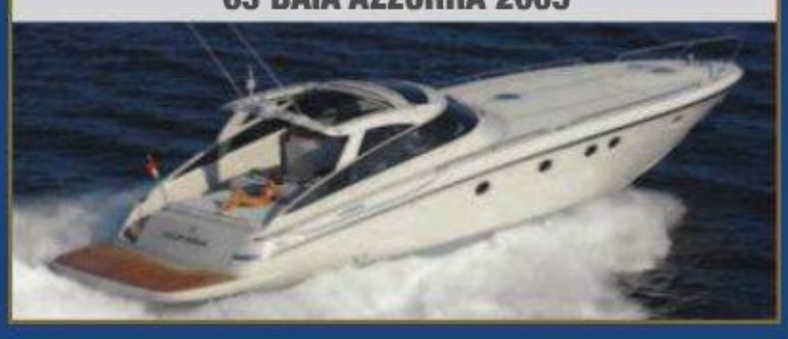
Very special, custom built. Brand new tender, retractable hardtop, and garage. Many unique upgrades. Contact CA Herb Bopp

65 PACIFIC MARINER 2005



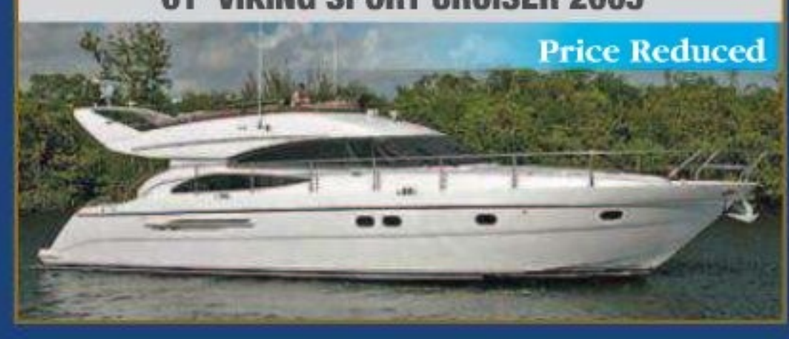
One owner vessel. 1,000 hours on MTUs. Well maintained. Located in Long Beach, CA. Contact Chris Carroll.

63 BAIA AZZURRA 2005



High performance yacht in excellent condition. Owner wants quick sale. $650K. Contact Mark Meyer.

61' VIKING SPORT CRUISER 2005



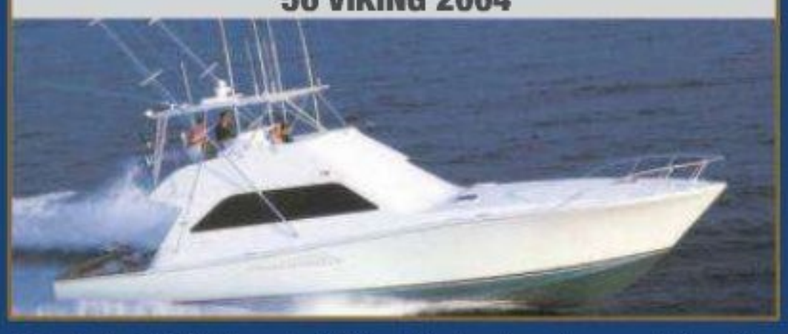
Twin 800 Cats. Warranties till 2012. Low Hours. Beautiful Dark Cherry Interior. Call Dennis Rhodes.

56 CARVER VOYAGER 2008



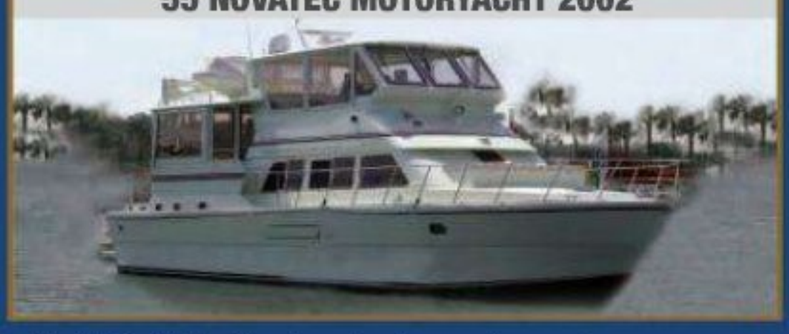
Volvo power; Hard top w/ enclosures & A/C. Capt. Maintained, ready for next owner. Contact CA Joe Marino.

56 VIKING 2004



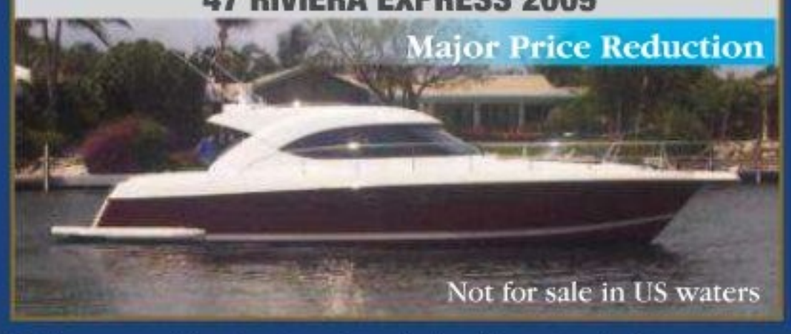
Twin Series 2000 V12 series MTUs. Fish rigged, underwater lights, full electronics. Maintained with open checkbook. Contact CA Ed Biggie.

55 NOVATEC MOTORYACHT 2002



Twin 3196 CATs. New interior. Bow and stern thrusters. Excellent condition. Call Mack Carroll.

47 RIVIERA EXPRESS 2009



Fully retractable salon hard top, hydraulic swim platform, many upgrades. Contact CA Ed Biggie.

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Pre-Owned Sunseekers

108 PREDATOR 2008



Triple 2400hp MTUs with Arneson drives, Black hull with black glass windows, walnut woodwork. Contact CA Rick Obey 954-614-0519.

88' SUNSEEKER MOTOR YACHT 2012



Twin CAT 32s. Spacious 4 stateroom plus fully equipped crew quarters. Gorgeous! Contact Rick Obey 954-614-0519.

94 SUNSEEKER YACHT 2003



4 SR + crew. Jacuzzi, SAT TV, phone. New teak decks & new int. décor. Capt. Maintained. Contact Joe Marino 954-328-2059.

82 SUNSEEKER PREDATOR 2005



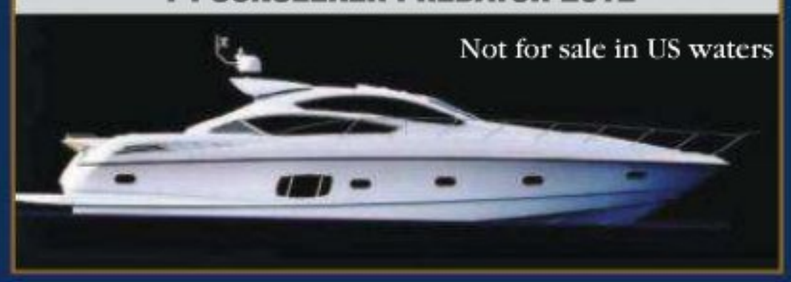
CAT C30s. 4 luxurious staterooms with designer fabrics. Gourmet galley, spacious for entertaining. Contact CA Rick Obey.

75 SUNSEEKER PREDATOR 2000



1200 hp MANs with low hours. 3 stateroom plus crew. Beautiful lacquer wood finished interior. Contact Rick Obey 954-614-0519.

74 SUNSEEKER PREDATOR 2012



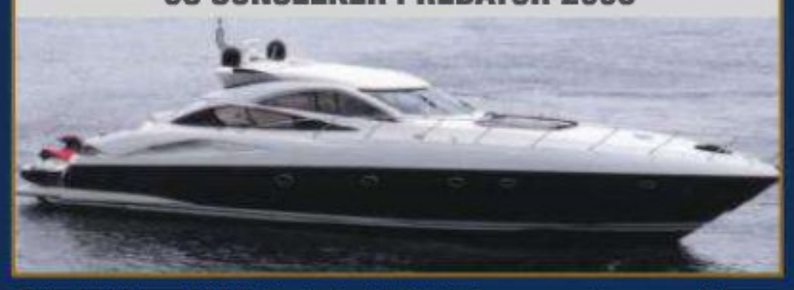
Twin 1550 MANs, 3 stunning staterooms w/ ensuites. Lavish for entertaining, ultimate maneuverability. Contact CA Rick Obey.

72 SUNSEEKER PREDATOR 2006/2011



Twin Common Rail MANs=35 kts! Mint condition. Call Dean Anthony for best price 954-328-2700.

68 SUNSEEKER PREDATOR 2003



Twin 1500 hp MANS, Black hull & black domes, underwater lights, 3 staterooms plus crew. Contact CA, Rick Obey 954-614-0519.

66 SUNSEEKER MANHATTAN 2007



Big MAN power – 30+kts. Mint condition. Won't last. Contact Dean Anthony, 954-328-2700.

63 SUNSEEKER PREDATOR 1996



Twin MANs with only 180 hrs. Lovingly cared for and professionally maintained. Contact CA Rick Obey.

62 SUNSEEKER PREDATOR 2009



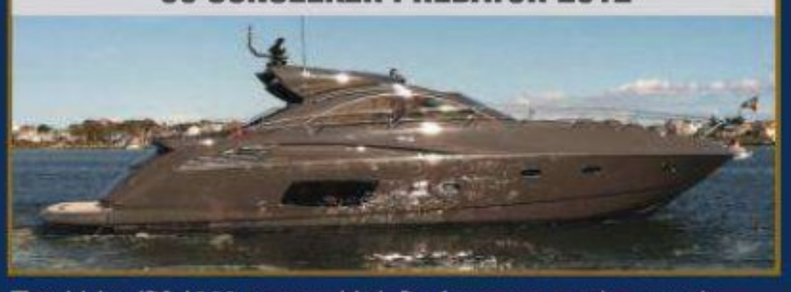
Twin 1100 hp MANs, Custom black/silver paint, 3 SR w/ walnut interior. Underwater lights. Contact CA Rick Obey 954-614-0519.

62 SUNSEEKER PREDATOR 2007



Sleek and sexy, best deal on the market! Capt. maintained with an open checkbook. Contact CA, Rick Obey 954-614-0519.

60 SUNSEEKER PREDATOR 2012



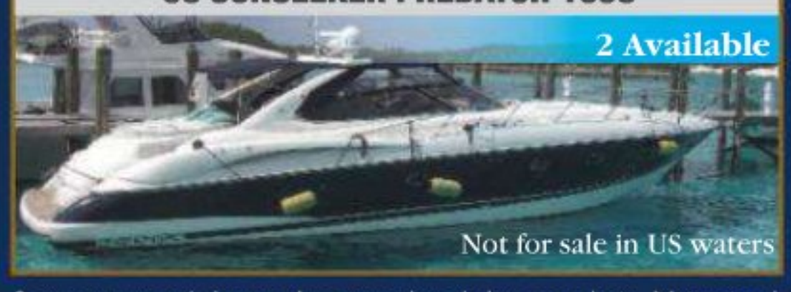
Twin Volvo IPS 1200 engines. High Performance on the outside, Luxury and Space on the inside. Contact Rick Obey 954-614-0519.

60 SUNSEEKER YACHT 2011



Twin 1000 hp MANs. 3 stateroom, large main deck area. Cherry gloss interior. Contact CA Rick Obey 954-614-0519.

58 SUNSEEKER PREDATOR 1998



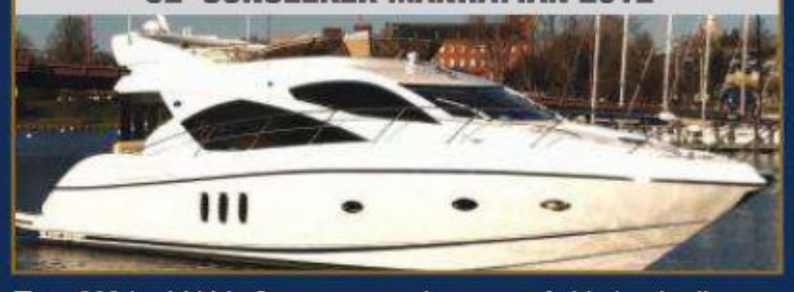
3 stateroom w/ cherry gloss woodwork, large cockpit. Maintained w/open checkbook. Contact CA Randy Kires 954-401-6888.

55 SUNSEEKER PREDATOR 2005



Twin 1050 MANs w/ Arnesons. 3 Stateroom w/ cherry interior. Underwater lights. Now in Florida. Contact Herb Bopp 954-931-7138.

52' SUNSEEKER MANHATTAN 2012



Twin 800 hp MANs. 3 stateroom plus crew aft. Hydraulically submersible stern platform. Contact Rick Obey 954-614-0519.

48 SUNSEEKER PORTOFINO 2012



Twin Volvo IPs. Sleek profile, Black hull, well-designed interior with full beam owner suite. Loaded! Contact CA Rick Obey 954-614-0519.

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HIGHLANDER SEA 120' (37m) :: J.F. James & Son :: 1924 :: $2,000,000
Patrick Danaher :: Boston :: +1 617 308 2797 :: patrick.danaher@northropandjohnson.com



EVELYN 102' (31m) :: Maiora :: 2001 :: $2,500,000
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TERASITA 72' (22m) :: Rayburn :: 2005 :: $1,900,000
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MAKIN WAY 64' (20m) :: Ocean Alexander :: 2002 :: $997,500
Steve Doyle :: Boston :: +1 508 982 0094 :: steve.doyle@northropandjohnson.com



STEPPING STONE 61' (19m) :: Viking :: 2005 :: $885,000
George Georges :: Boston :: +1 508 982 6600 :: george.georges@northropandjohnson.com

IMPULSE 59' (18m) :: Hinckley :: 1983 :: $595,000
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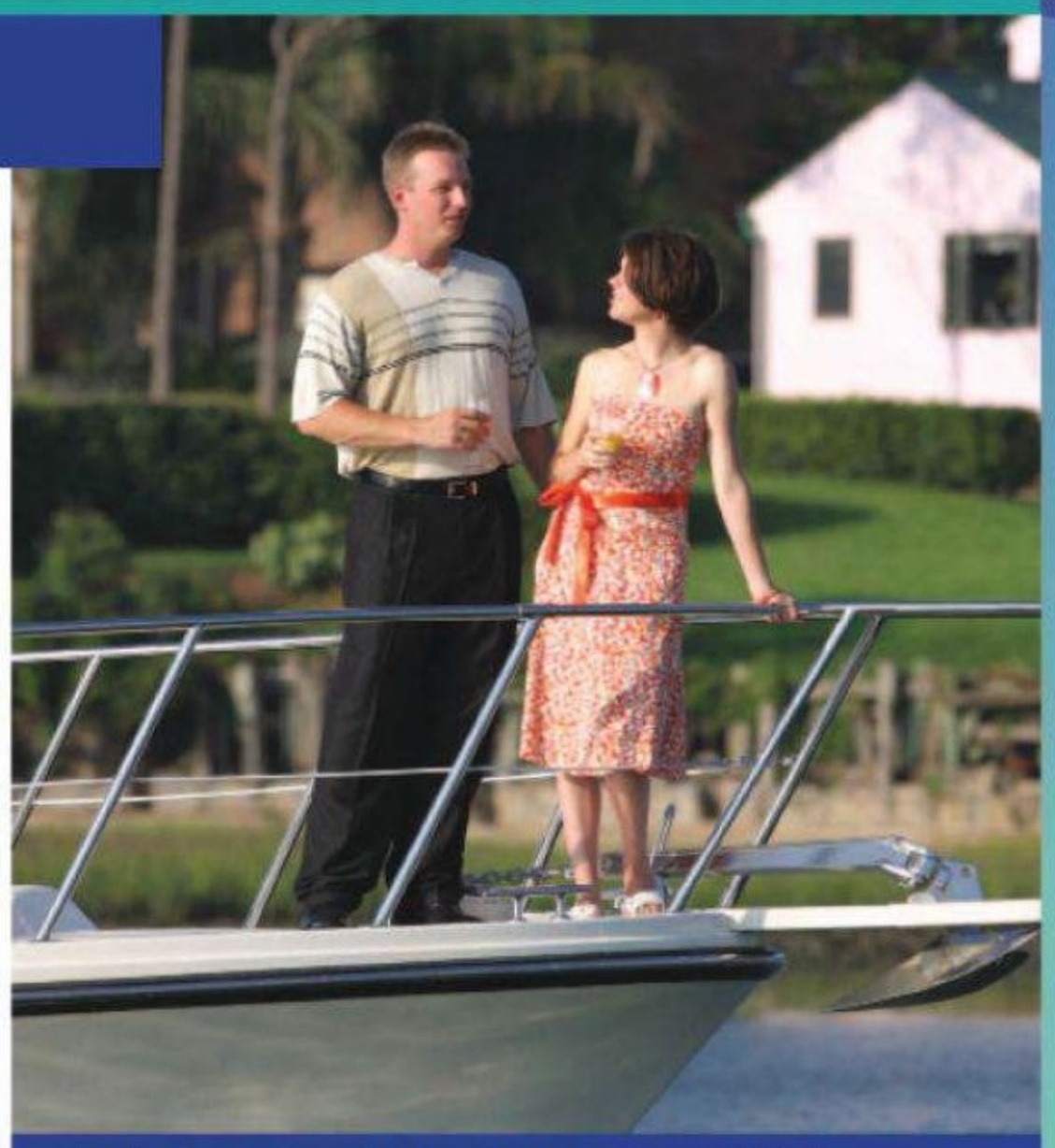
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Chris Cunningham 772.708.5516



92' Hatteras - 2000
Jeff Beird 305.984.5179



87' Northcoast - 1998
Arlan Brown 832.696.7500



85' Breaux Bay - 2002
Jeremy Cox 850.776.8384



80' Sunseeker - 1999
Chuck Newman 904.607.7286



80' Lazzara - 2005
John Pribik 954.494.5956



74' Sunseeker - 2001
Ron Housman 617.549.4123



74' Antago - 2000
Juan Morillo 305.917.3758



70' Antago - 1996
Carlos Araujo 305.336.9392



70' Broward - 1980
Andrew Troyer 850.499.7013



70' Broward - 1978
Andrew Troyer 850.499.7013



70' Azimut - 1990
John Pribik 954.494.5956



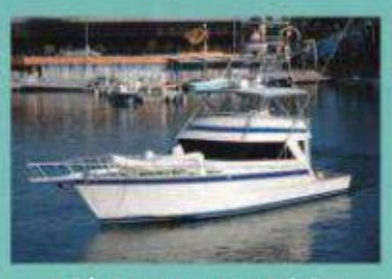
68' Feretti - 2001
Ron Housman 617.549.4123



65' Viking - 2002
Chuck Newman 904.607.7286



62' Titan - 2008
Scott White 609.884.5881



62' Stiker - 1987
Dan Morrison 954.648.1702



61' Buddy Davis - 1990
Frank Esposito 772.263.2727



60' Hatteras - 2005
Andrew Troyer 850.499.7013



60' Alden - 2000
Trent Palmer 772.919.5477



58' West Bay - 1997
Roger Cole 727.460.0228



58' Pachoud - 2004
Greg Pierce 561.385.4564



57' Elco - 1940
Mike Waters 561.301.3455



56' Sea Ray - 2003
Paul MacCormack 772.812.1182



55' NovaTec - 2001
Greg Haught 772.475.6030



53' Defever - 1997
Roger Cole 727.460.0228



52' Viking - 2004
Dave Longfellow 561.281.8015



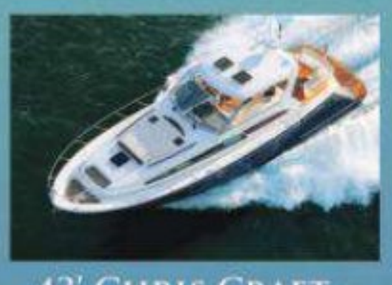
50' Hatteras - 2000
Frank Tuma 561.379.2590



45' Mainship - 2009
Richard Glazer 954.732.9060



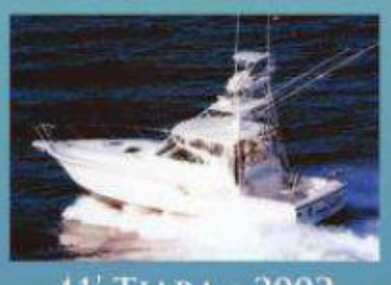
44' Hinckley - 2001
Tom Thomas 401.862.8620



43' Chris Craft -
Richard Glazer 954.732.9060



43' Viking - 1996
Jason Nasiatka 954.990.4929



41' Tiara - 2002
Greg Haught 772.475.6030



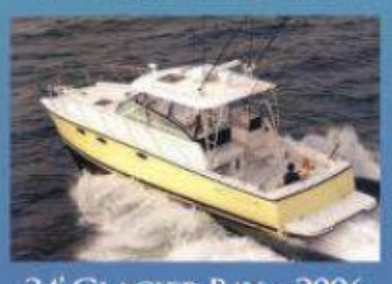
39' Carver - 1994
Matt Howard 757.646.9199



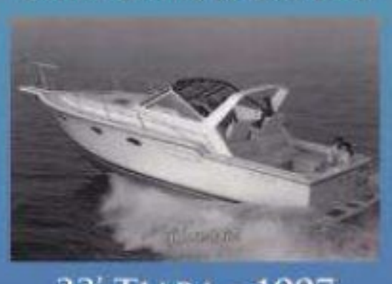
37' Nordic Tug - 2003
Bill Kimball 561.644.6924



37' Formula - 2005
Neal Morris 239.404.8662



34' Glacier Bay - 2006
Willy McCormick 561.301.8126



33' Tiara - 1997
Tom Thomas 401.862.8620

32' Tomcat - 2011
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YachtCat 56'	
LOA:	58'-0"
Beam:	17'-0"
Draft:	3'-9"
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Full Heads	5 - 7
Fuel:	840 gal.
Water:	300 gal.
Engines:	2 x 715
Drives:	2 x POD
Cruise/Max	26/30 knots

YachtCat 50'	
LOA:	52'-0"
Beam:	17'-0"
Draft:	3'-7"
Staterooms	3-4
Full Heads	2-4
Fuel:	840 gal.
Water:	200 gal.
Engines:	2 x 600
Drives:	2 x POD
Cruise/Max	25/29 knots

YachtCat 45'	
LOA:	47'-0"
Beam:	17'-0"
Draft:	2'-5"
Staterooms	3-4
Full Heads	2-4
Fuel:	300 gal.
Water:	100 gal.
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Drives:	2 x Stern
Cruise/Max	22/27 knots

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95' DEVRIES LENTSCH (DUTCH BUILT) 1970/2004
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70' MALLE CUSTOM SPORTFISH 2010
Contact Marc Thomas



78' WEST BAY SONSHIP 2001
Contact Jason Dunbar



80' BURGER COCKPIT MOTOR YACHT 1974
Contact Pam Barlow



150' CHEOY LEE EXPEDITION YACHT 2011
Contact Andrew Cilla



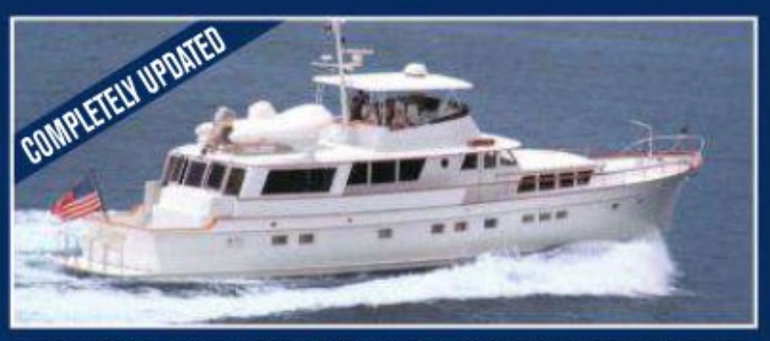
76' ST. AUGUSTINE MARINE CENTER TRAWLER 2006
Contact Pam Barlow



112' BROWARD MOTOR YACHT 1999
Contact Jason Dunbar

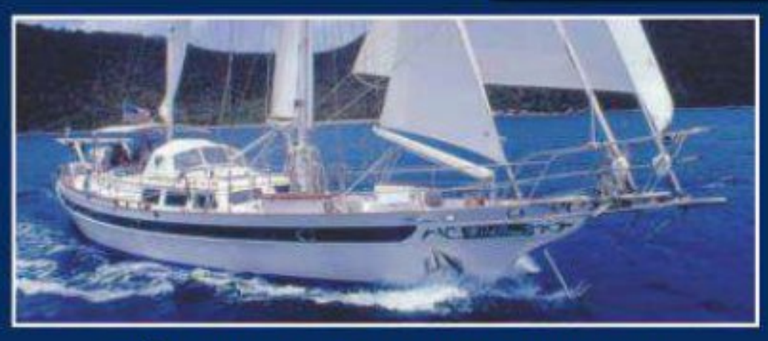


92' EXPEDITION YACHT 2010
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82' BURGER COCKPIT MOTORYACHT 1966/2002
Contact Pam Barlow

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72' TA CHIAO CT 65 KETCH 1985/2001
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116' TRANSWORLD YACHTS TRI-DECK 2012
Contact Steve Deane



65' WESTERLEY U.S. BUILT 2003
Contact Steve Deane



55' FLEMING RAISED PILOTHOUSE 1998
Contact Andrew Cilla



76' LAZZARA MOTOR YACHT 1999
Contact Andrew Cilla



85' INACE EXPEDITION YACHT 2004
Contact Dana Cambon



58' WEST BAY SONSHIP 1999
Contact Phil Annunziato



62' LITTLE HARBOR 1982
Contact Steve Deane



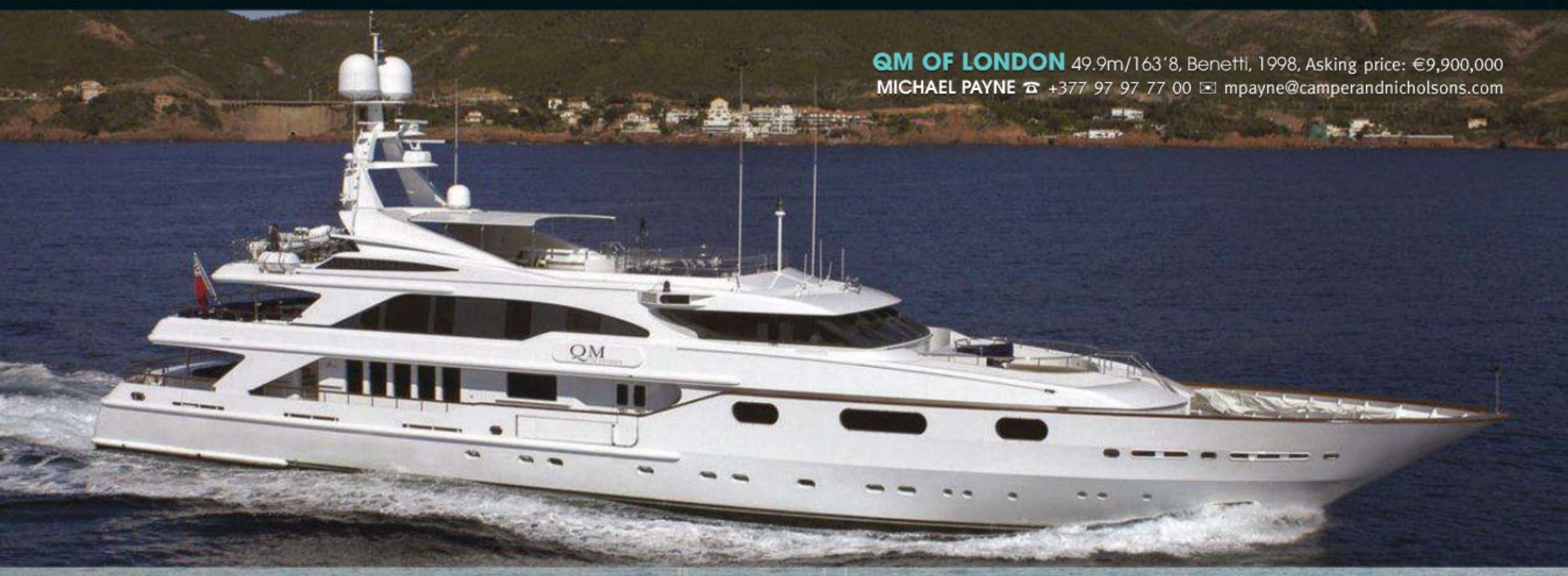
70' ALASKAN RAISED PH 2012
Contact Steve Deane

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MACA 28.3m/92'1, Benetti Sail Division, 2008, Asking price: €3,950,000
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MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com

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CARPE DIEM II 150' (46M) Trinity 2002/2011. 5 Staterooms
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TRANQUILITY 130' (40M) Hatteras 1995/2007. 5 Staterooms
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CEDAR ISLAND 110' (34M) Broward 1994. 4 Staterooms
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SHARON ANN 104' (32M) Destiny 2002. 4 Staterooms
J.C.A. Mark Elliott 305.794.1167



SUNDAY MONEY 100' (31M) Hatteras 2001. 5 Staterooms
C.A. Chany Sabates III 954.604.2253



NEW LIFE 92' (28M) Lazzara 2009. 4 Staterooms
C.A. John Ciullo 954.494.1075



MJ 90' (27M) Posilipo 1986/2003. 4 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Frank Grzeszczak, Jr. 954.830.4867



ACADIA 84' (26M) Lyman Morse 2003/2004. 3 Staterooms
C.A. Mark Elliott 305.794.1167



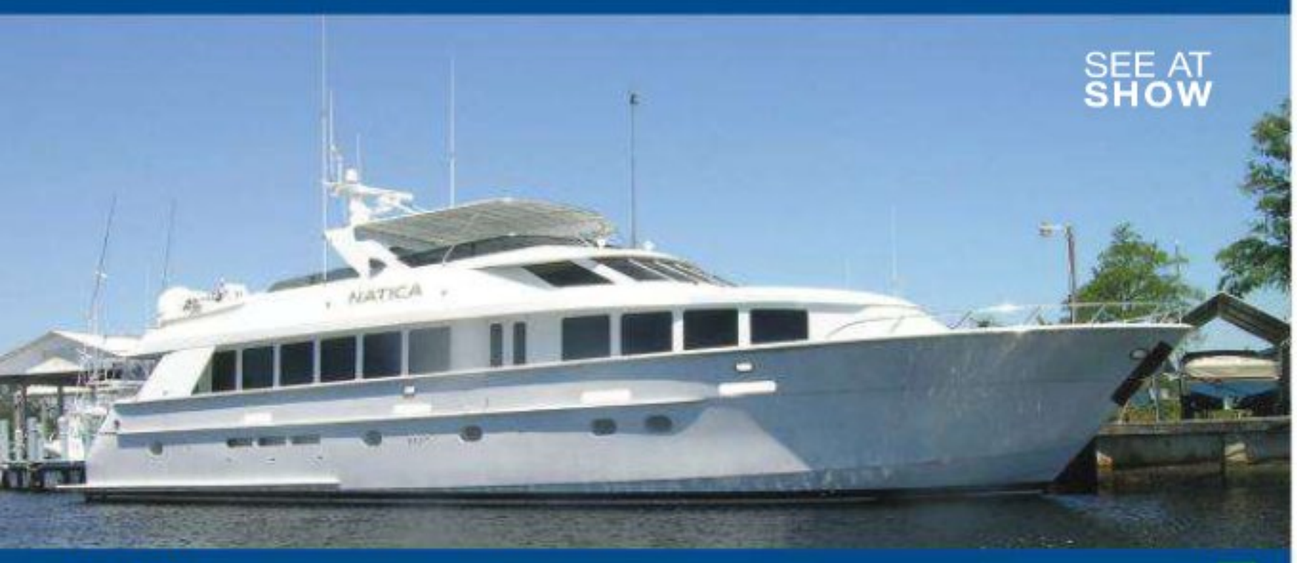
STREAMLINE 161' (49M) Mondo Marine 2009. 5 Staterooms
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BLIND DATE TOO 115' (35M) Benetti 2003/2011. 5 Staterooms
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TRIX-SEA 103' (31M) Broward 2000. 4 Staterooms
C.A. Ron Morgenstein 954.309.9740



NATICA 92' (28M) Hatteras 1999. 4 Staterooms
C.A. Roy Sea 954.980.7438



FINISH LINE 84' (26M) Lazzara 2007. 4 Staterooms
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ALPHA 76 EXPRESS CHEOY LEE - New exciting Michael Peters design for 2012 featuring dramatic atrium. Interior styled by Luiz de Basto. Spectacular performance as well as state-of-the-art features. Contact Cheoy Lee Shipyards for information.



ALPHA 76 FLYBRIDGE CHEOY LEE - Exciting styling and performance all new Flybridge model for 2012. Featuring lower station and galley up layout. Contact Cheoy Lee Shipyards for information.



MARCO POLO SERIES 2012 151' TRANSOCEAN EXPLORER "MAZU" – MAZU is nearing completion. Slight refinements to the second of her series, fabulous comfort and great range in a proven design, new offering. Contact Marty Isenberg (Shipyard Representative) 954-448-0561.



BRAVO 88' CHEOY LEE 2012 - Beautiful new model for 2012, Michael Burvenich Design with Sylvia Bolten interior. 4 in owners 2 in crew, C-32 1900 HP ACERTS. Contact Cheoy Lee Shipyards for information.

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BRAVO 95 ENCLOSED PILOTHOUSE 2006 - On deck master plus 3 guest cabins, 2 in crew with lounge, C-32 1652 HP CAT's, twin 40 kW gen sets, original owner. En-route to Florida. $4,395,000. Contact Marty Isenberg 954-448-056.



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CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now located at our office. Contact Marty Isenberg 954-448-0561.



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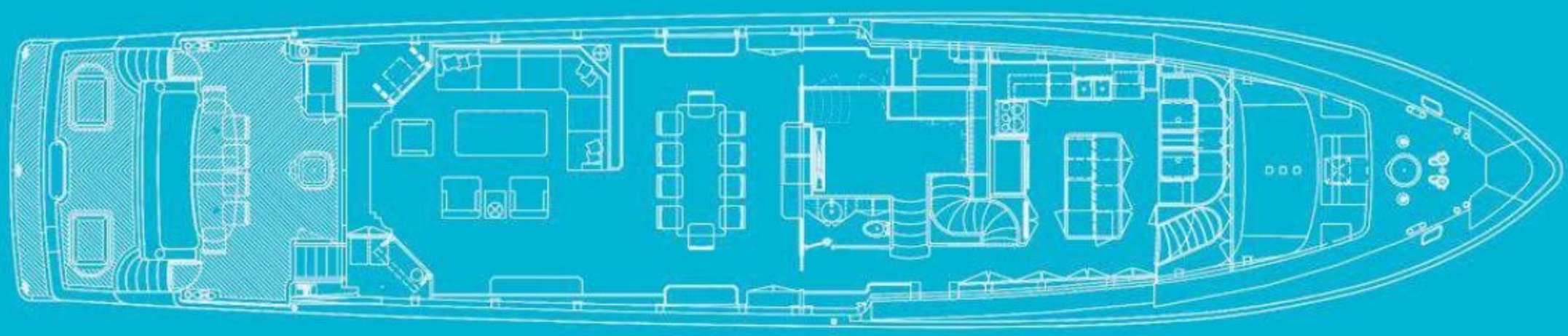
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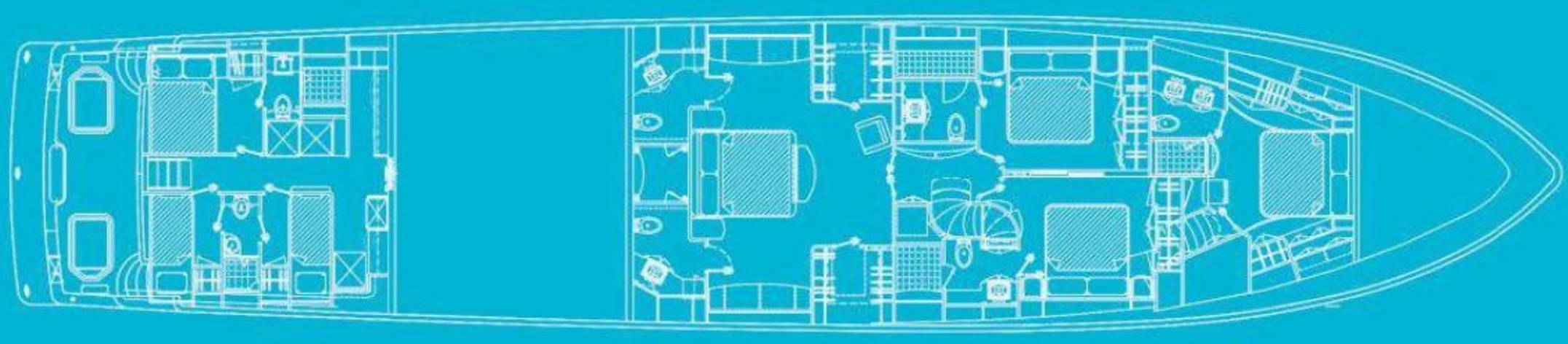
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When Jack Sarin agreed to create a brand new hull platform for this design he asked what our objective was and our short answer was to be "The Very Best" when compared to all competitors. He fine tuned our hull for maximum speed, stability, and soft ride while showcasing the exciting performance of the new 1900 hp Caterpillar C-32 Acert engines. We even managed to add a 6' cockpit with live-well to a floorplan that includes four king size suites, a huge bridge with 50% more seating, plus sit down dining for 20 in two locations. This is a trans-Atlantic yacht with a high end Hargrave interior. They don't get any better than this.





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136' Hargrave – 2011
Dreamer – $18,995,000



125' Hargrave RPH – 2012
New Boat – $14,300,000



114' Hargrave – 2009
Sea Legend – $6,500,000



97' Hargrave – 2006/2010
Hooter Patrol IV – $4,500,000



96' Hargrave – 2005
Bamboleo – $3,850,000



95' Hargrave – 2006
Sugar Too – $3,800,000



90' Hargrave – 2009
My Lady M – ~~$ 5,877,000~~ Now $5,400,000



90' Hargrave – 2005
Dani – $4,000,000



78' Hargrave – 2007
Goose Bumps – $2,975,000



68' Lazzara – 2008
Lady of the Seas – $2,190,000



68' Viking – 1999/2007
Untamed – ~~$795,000~~ Now $749,000



66' Monte Fino – 2010
Victory II – $2,495,000



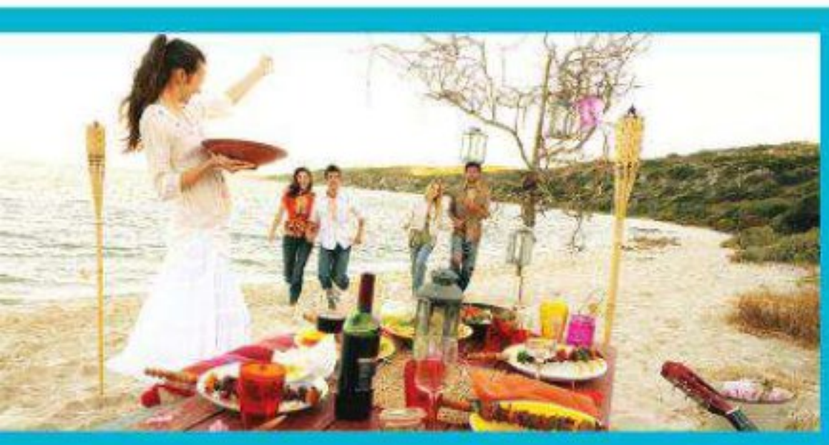
52' Fountain – 2009
Bird of Prey – $1,490,000



50' Mystic Power Boats – 2011
Screaming Eagle – $1,790,000



45' Hargrave – 2001
High Priority – $474,000



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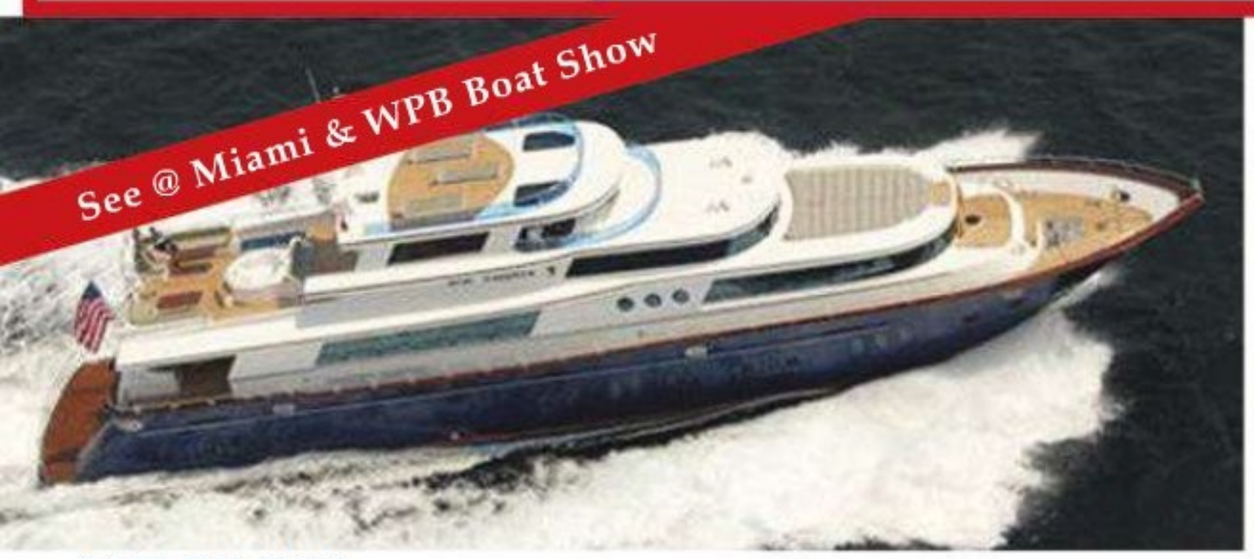
82' VAN DER HEIJDEN

"New Construction" 82' aluminum yacht built in Holland by Van Der Heijden. She will have a 4 stateroom/3 head layout plus separate crew. Features include tender garage, hydraulic swim platform, bow & stern thruster, 2100 gal. fuel capacity, and designed with prop pockets, a 4.7' draft. Powered with C18 CATs (1,015HP), she will be capable of 30 knots.



Fast, yet economical. Beautiful custom Cherry interior. The New Superior 2500 design balances elegance and function, without sacrificing one for the other. She is highly innovative both in terms of her specifications and design. Her unique construction lives up to the high standards of the Dutch yacht industry and assures a safe and comfortable ride in any sea.

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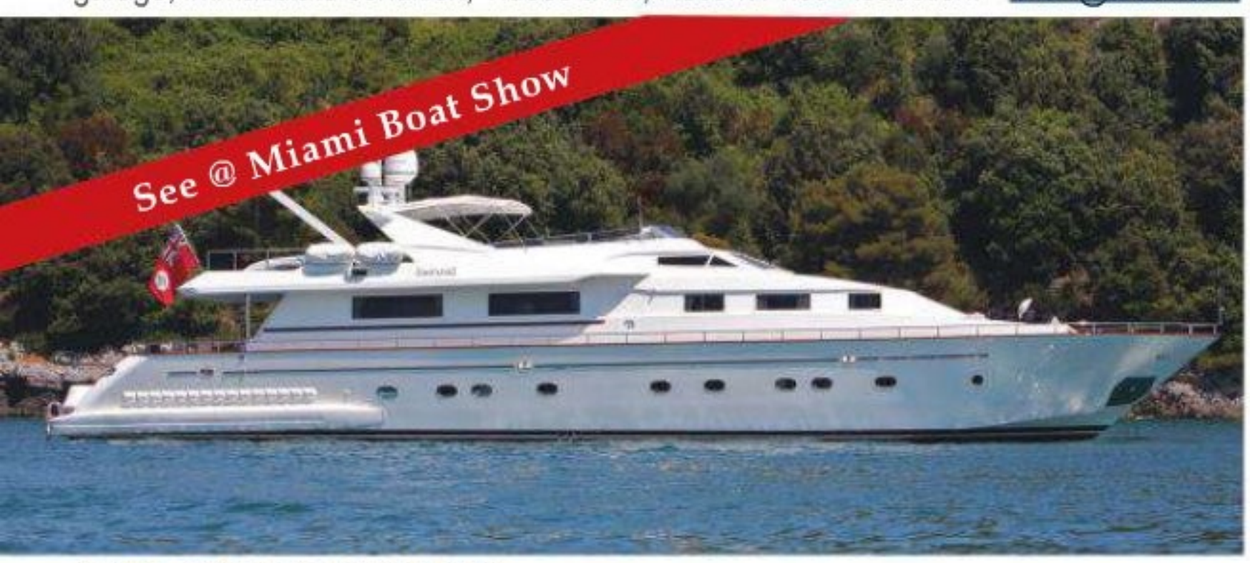
117' BILGIN

One owner, Intricate Italian granite throughout, Zero Speeds, Tender garage, Immaculate condition, Videos avail, Recent Price Reduction! Brian Hermann brian@ardell.com



104' CBI NAVI 1998

3 Staterooms + crew, Full paint job 2008, Mechanical refit 2010 Navigation & communication upgrades 2011, Immaculate condition Jeromy Mold jeromy@ardell.com



100' FALCON 2000

4 Staterooms + 3 crew, Large Salon for entertaining, Tops out at 27 knots Brian Hermann
Beautifully finished cherry interior, Raised pilothouse with Flybridge brian@ardell.com



80' NORTHERN MARINE 2002

3 Staterooms + crew, 5,000 mile capability for worldwide cruising Tim Johnson
Zero speed stabilizers, 3 Generators, Custom dark wood interior w/accents tim@ardell.com



62' OCEAN 2003

3 Staterooms, Full electronic package Dick Phillips
MTU 2000 series, Amazing value! dick@ardell.com



56' LAGOON 2011

4 Cabins w/ensuite heads, Aft cockpit enclosure Skip Morris
Flybridge, Helm station, Extensive option list skip@ardell.com



49' JENNEAU 2005

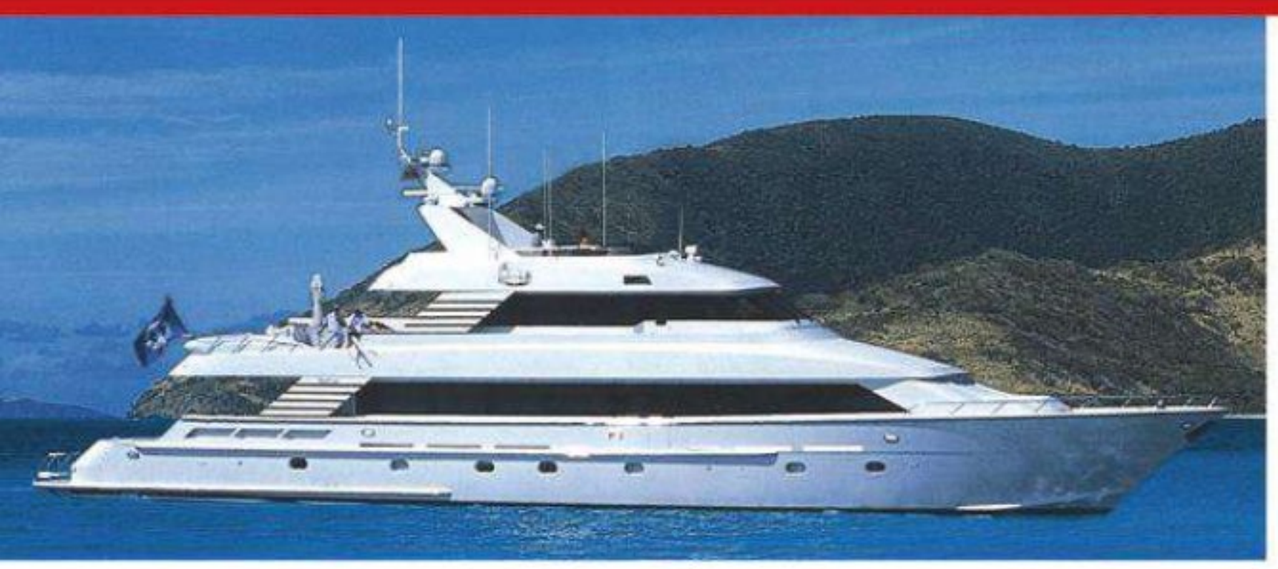
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118' HATTERAS 1995

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Granite counters, Full walk-around decks, Fishing cockpit

Bill Palmer
palmer@ardell.com



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Brian Hermann
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88' KNIGHT & CARVER 1988

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Refitted in 2005/2006 & updated in 2010, Custom built in 1988

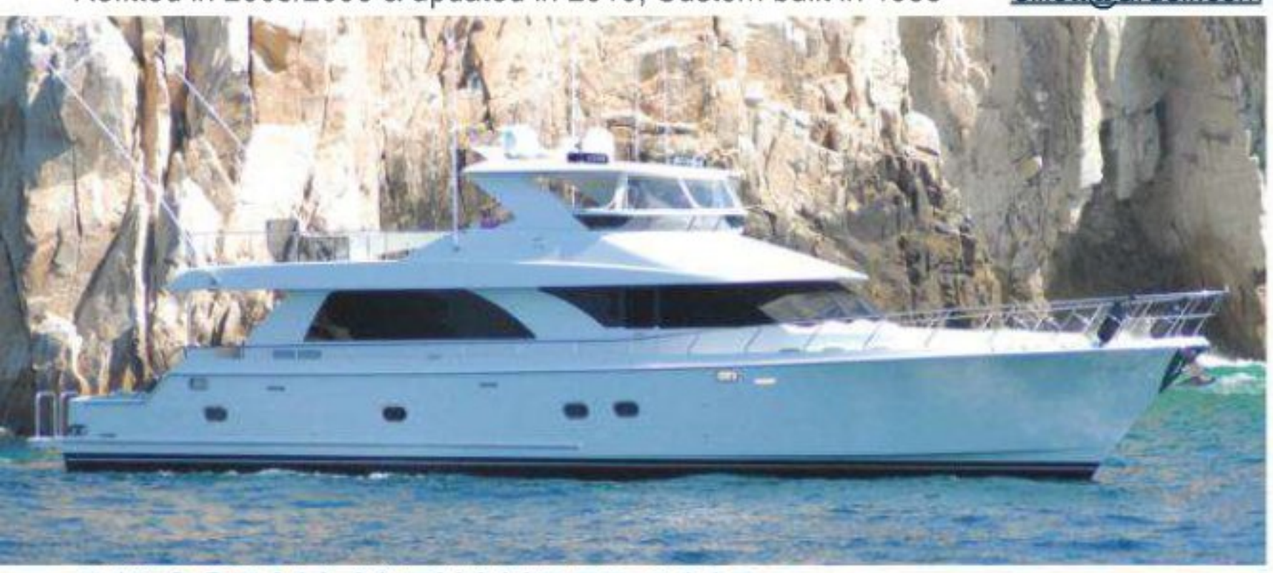
Jim Elliott
elliott@ardell.com



84' NORTHERN MARINE 2006

3 Staterooms + crew, Single Cummins 600hp diesel, Trans-oceanic range
Bow & stern thrusters, Furuno electronics, Fresh bottom paint

Tom Corkett
corkett@ardell.com



80' OCEAN ALEXANDER 2007

Ed Monk design, 3 Staterooms + crew, 3 heads, Stabilizers, Onan gensets
Hydraulic bow & stern thrusters, Furuno electronics, LLC ownership

Todd Rittenhouse
rittenhouse@ardell.com



74' SUNSEEKER PREDATOR 2010

Sport fly model, Low hour twin 1,800hp MAN V-12's, Jet RIB in garage
Bow & stern thruster, 3 Staterooms, 3 heads, Black American walnut finish

Mason Staring
mason@ardell.com



78' WEST BAY SONSHIP 2001

Flush deck motoryacht, Walk around side decks
3 Strms + crew, Teak interior, Large aft deck

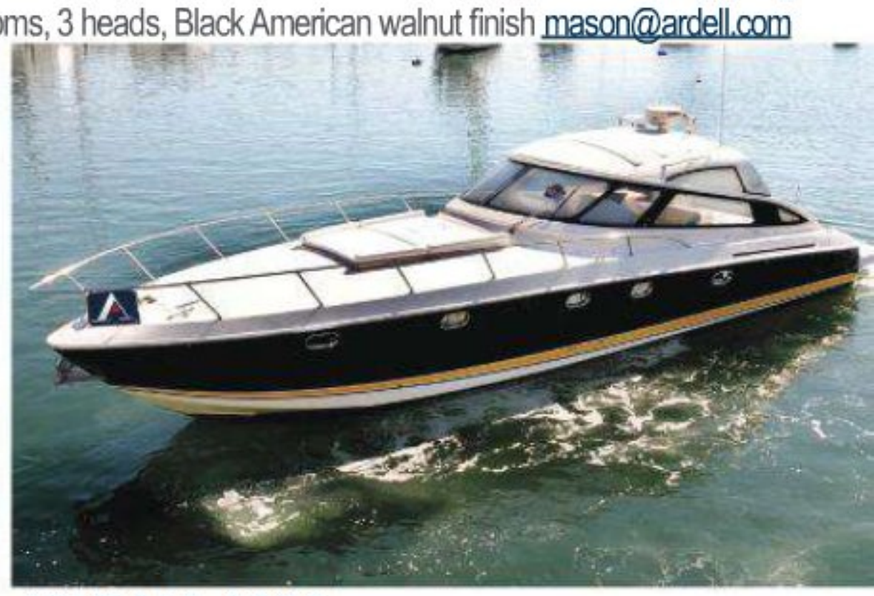
Bill Solt
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64' BURGER 1968

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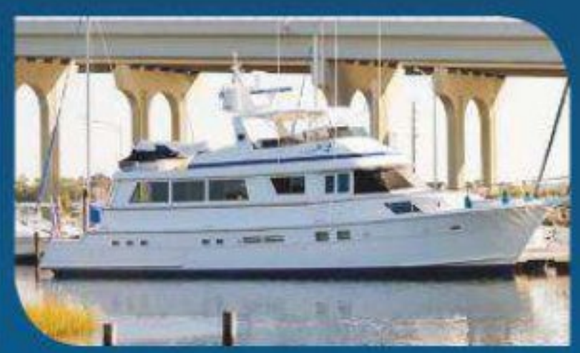
2011 136' NEDSHIP
LOUIS DVORAK 954.336.7345



1994 106' WESTSHIP
LOUIS DVORAK 954.336.7345



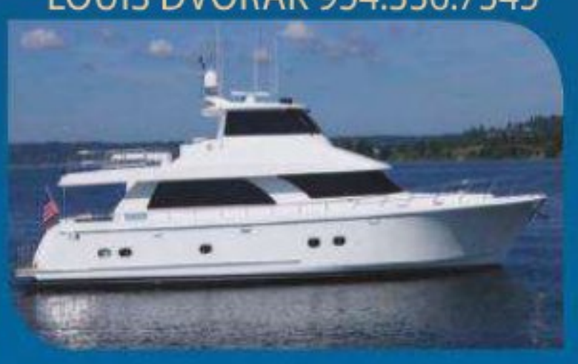
2011 90' OCEAN ALEXANDER
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1990 80' HATTERAS
JEFF OLIVER 954.303.4525



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JR WILLS 949.678.5533



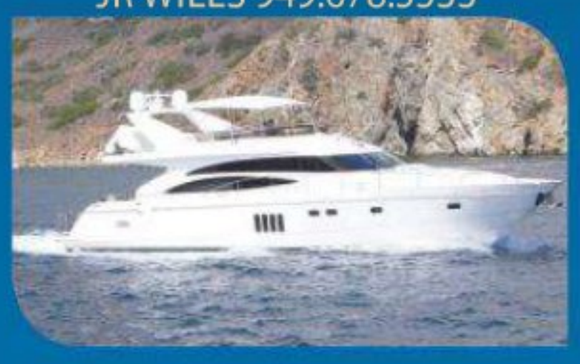
2010 80' OCEAN ALEXANDER
KEVIN PIPER 206.427.0014



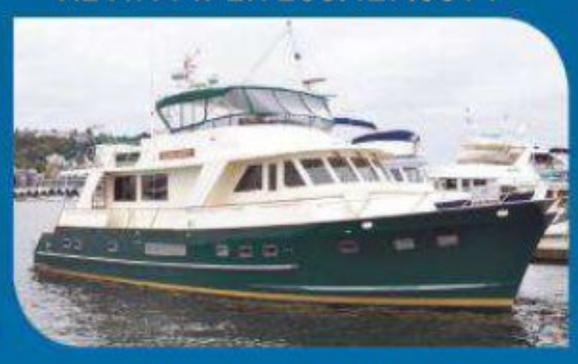
2002 80' GRAND HARBOUR
RAY PROKORYM 425.327.0994



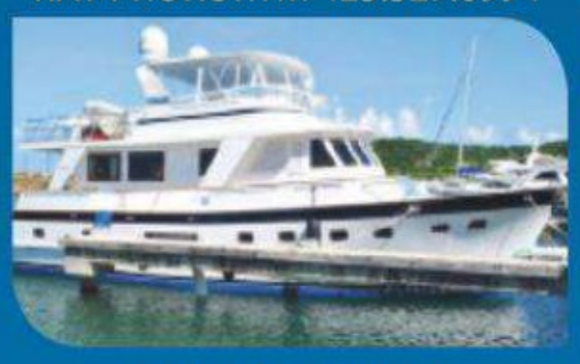
2007 74' OCEAN ALEXANDER
KEVIN PIPER 206.427.0014



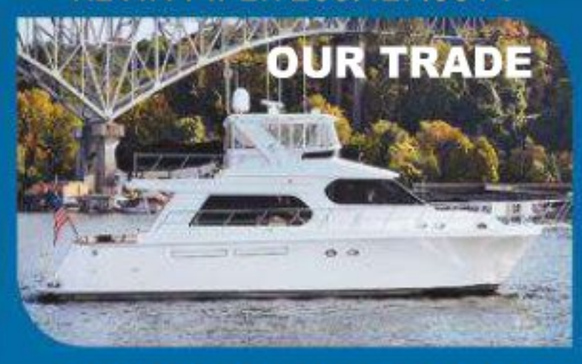
2008 70' VIKING
MICHAEL VRBAS 949.632.1414



2002 65' ALASKAN
RAY PROKORYM 425.327.0994



2006 65' ALASKAN
LOUIS DVORAK 954.336.7345



2010 64' OCEAN ALEXANDER
NIEL STEENKAMP 206.850.2801



2000 60' HATTERAS
JEFF OLIVER 954.303.4525



1998 60' VIKING
JEFF OLIVER 954.303.4525



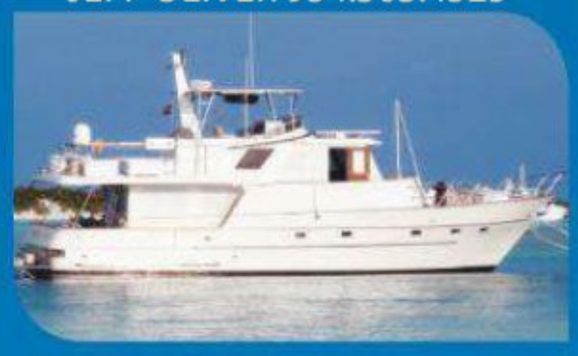
2011 60' OCEAN ALEXANDER
KEVIN MCCARTHY 954.798.0969



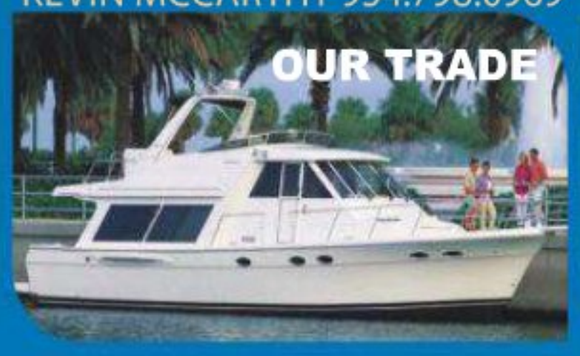
2004 58' SYMBOL
LOUIS DVORAK 954.336.7345



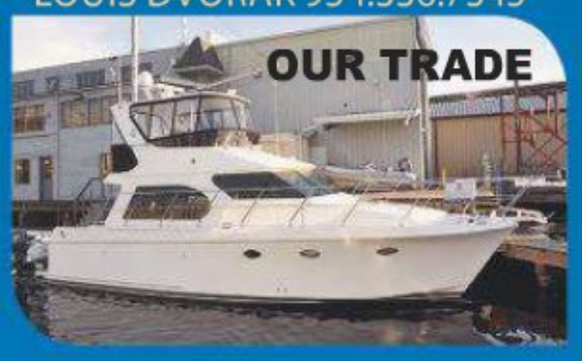
1991 54' OCEAN ALEXANDER
JEFF OLIVER 954.303.4525



2006 53' EAGLE TRANSPACIFIC
LOUIS DVORAK 954.336.7345



2005 49' MERIDIAN
RAY PROKORYM 425.327.0994



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JESS SEA

87’ MERRIFIELD-ROBERTS SY – 2002

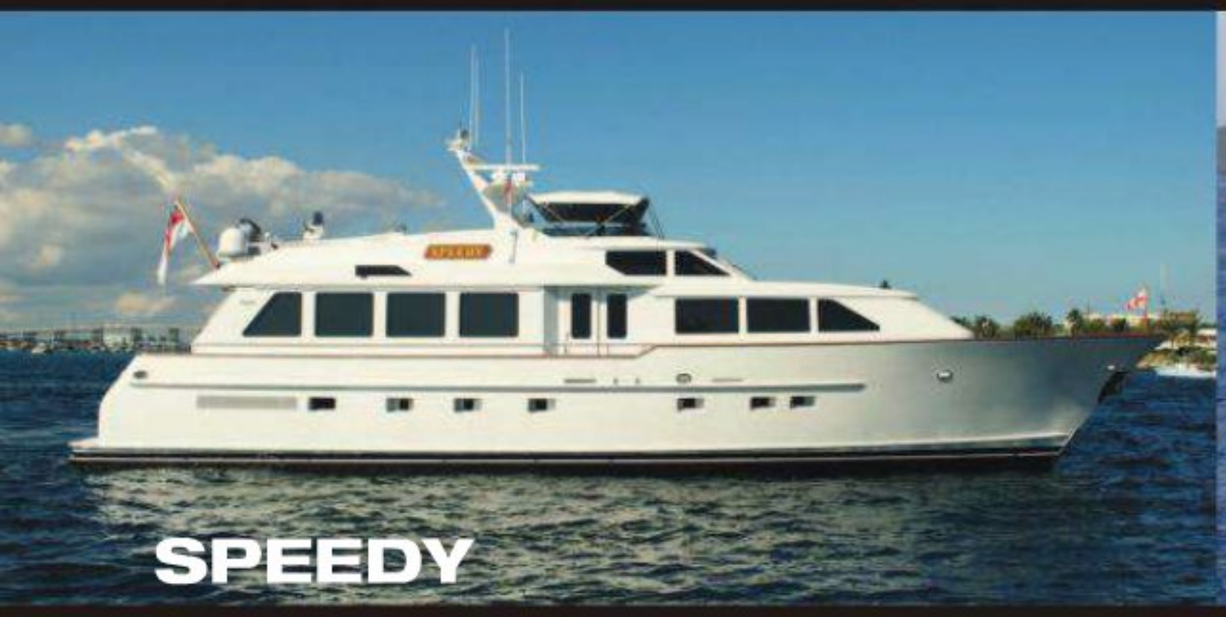
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85’/26.2 M BURGER - 1999

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108’ SOUTHERN PACIFIC YACHTS – 1987

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CASSIOPEIA

CORSAIR 37 YACHTS – 2011

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NEDSHIP-BOATS – 1990

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VF-15

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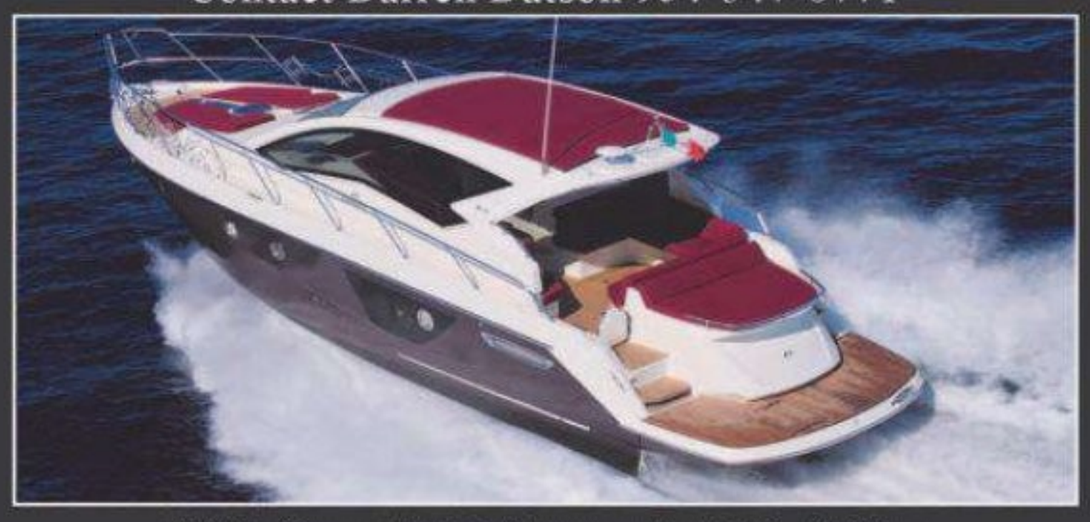
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2012 Cranchi Mediterranée 40 Soft Top



2012 Cranchi Fifty 8 Flybridge



2012 Cranchi Sixty 6 Flybridge



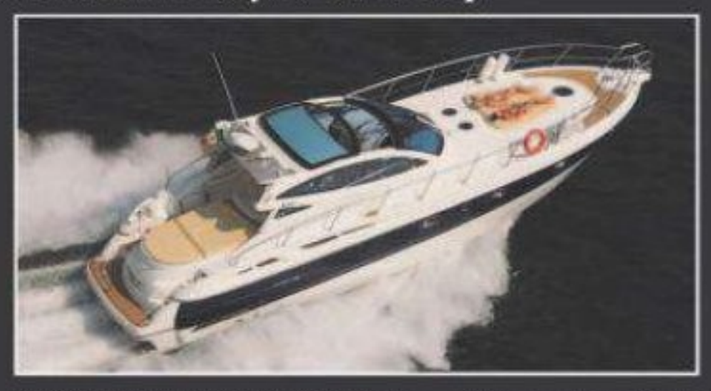
2012 Cranchi Fifty 6 Soft Top



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1999 Pershing 54



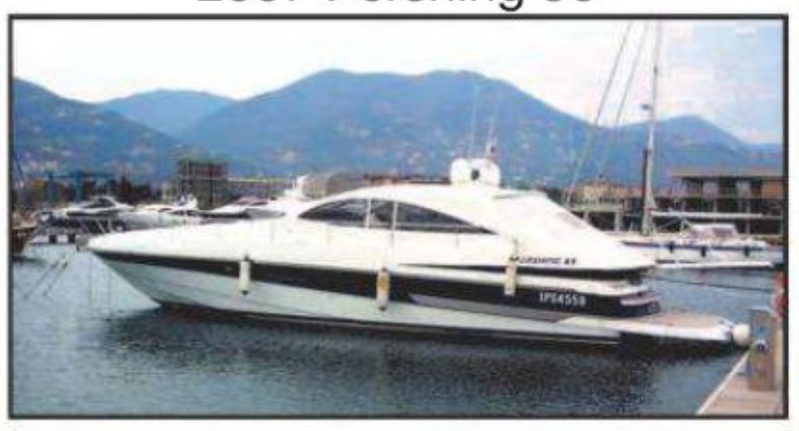
2007 Pershing 56



2005 Pershing 62



2008 Pershing 64



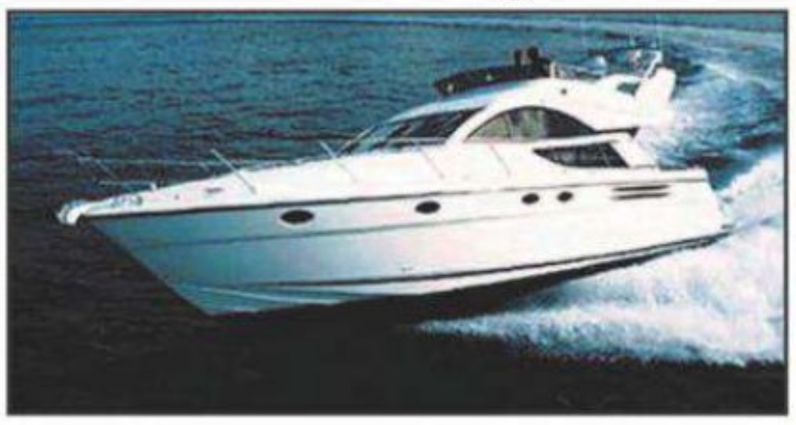
2001 Pershing 65



2007 Pershing 72



2003 Pershing 88



2006 Fairline 50



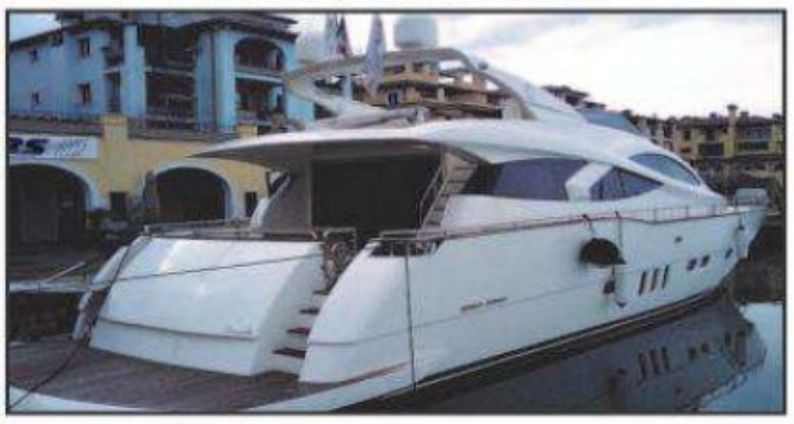
2009 Azimut 86S



2004 Ferretti 590



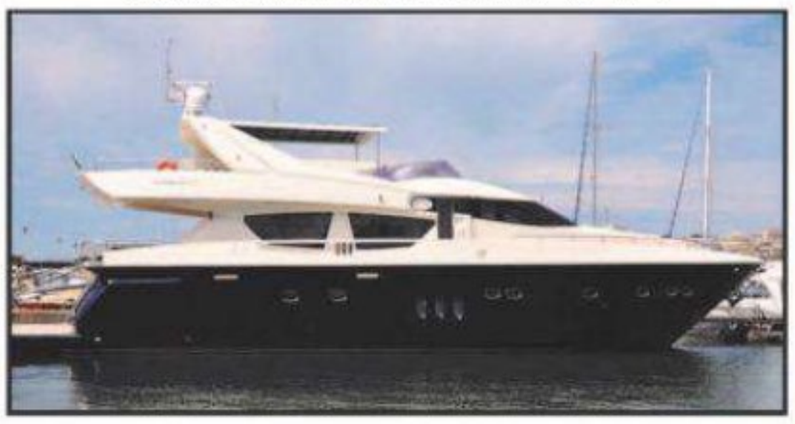
2002 Rizzardi CR 73 HT



2007 EVO Marine 23M



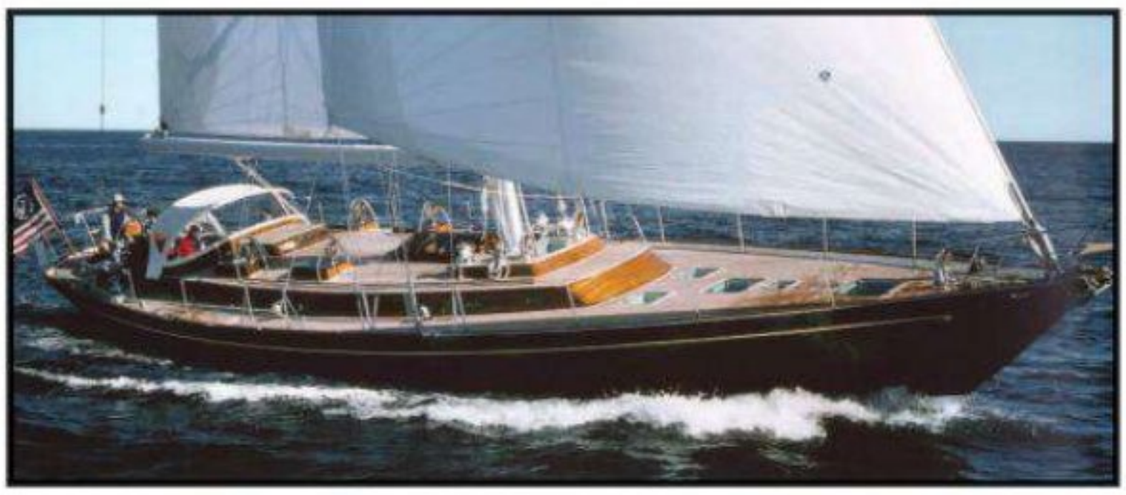
2008 Technema 85



2009 Technema 90

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1996 HINCKLEY SOU'WESTER 52

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2005 HINCKLEY TALARIA 55 MY

SANDY is a beautiful Midnight Dark Blue hull. Built with the larger Mann 1300-HP engines, this T-55 will cruise at 30-knots. Hinckley serviced the bottom paint, waterjets, engines and varnish. Turn-key, ready for the islands! Stuart, FL $2,450,000



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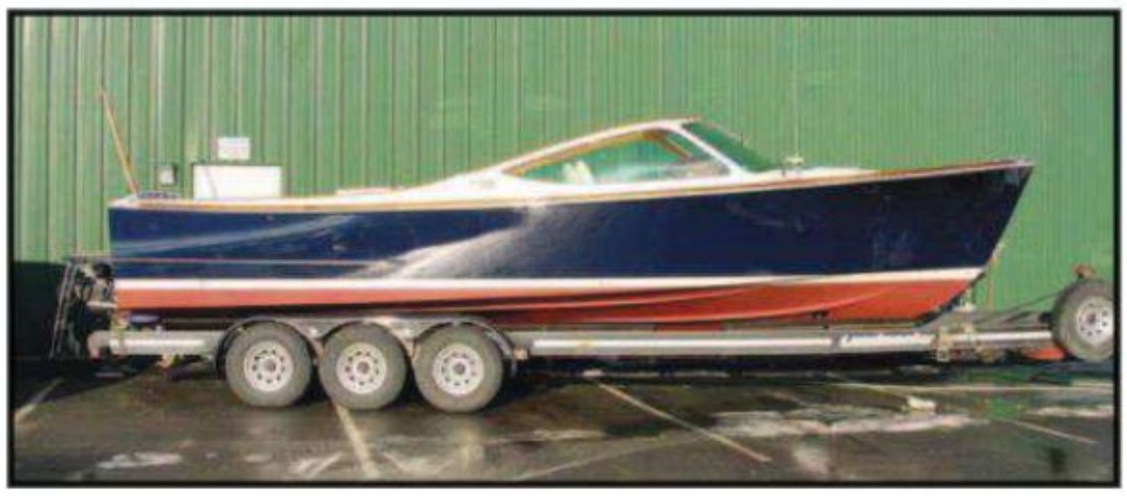
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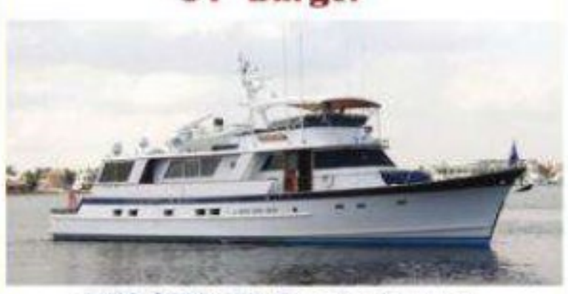
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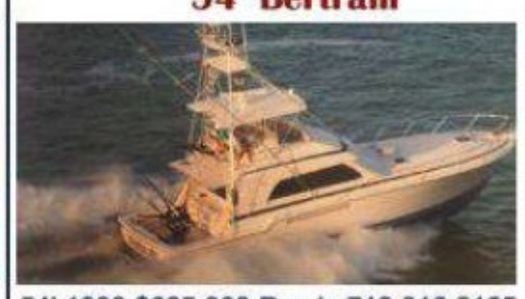
75' 2004 $1,995,000 Ryan 941.545.6025
67' 2006 $1,995,000 Brutus 941.713.3137
58' 2008 $1,829,000 Matt 850.259.9900

56' - 53' Carver



56' 2006 $599,000 Gregg 813.495.0301
56' 2006 $275,000 Ryan 941.545.6025
53' 2000 $399,000 Stan 850.596.1645

54' Bertram



54' 1999 $625,000 Randy 713.816.2165
54' 1989 $427,500 Ben 850.259.8009
54' 1987 $299,000 Lee 727.422.4685

55' - 52' Viking



55' 2002 $839,000 Jim 850.259.3246
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52' 2002 $699,000 Chris 813.503.8398

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52' 2003 $729,000 Jim 850.259.3246
52' 2006 $1,050,000 Jim 850.259.3246

64' - 54' Hatteras



64' 2006 $1,800,000 Dan 941.704.1578
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Dan 941.704.1578
49' Classic 1983 $279,000 Larry 850.259.8989

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47' 2006 $469,000 Eric 850.259.3172
46' 2006 $329,900 Dan 941.704.1578
45' 2006 $399,000 Jeff 239.691.8100

46' - 42' Carver



46' 2001 $249,000 Dan 941.704.1578
44' 2002 $200,000 Kerry 941.920.0774
42' 2006 $349,000 Nick 850.830.4474

46' - 42' Grand Banks



46' 1990 $265,000 Ben 850.259.8009
42' 1997 $429,000 Jeff 239.691.8100
42' 2000 $399,000 Dan 941.704.1578

43' - 42' Tiara



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42' 2004 $369,000 Ben 850.259.8009

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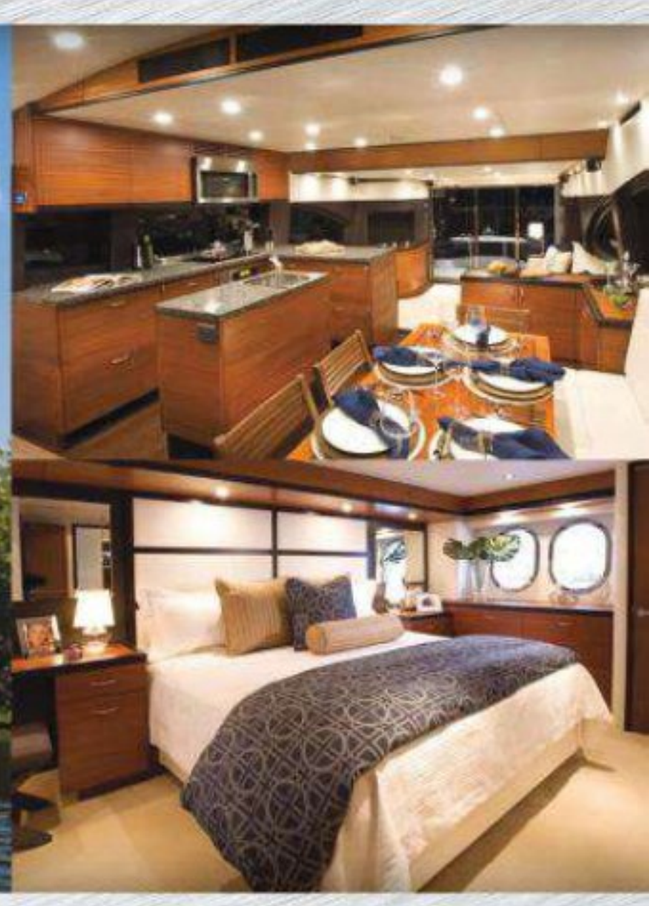


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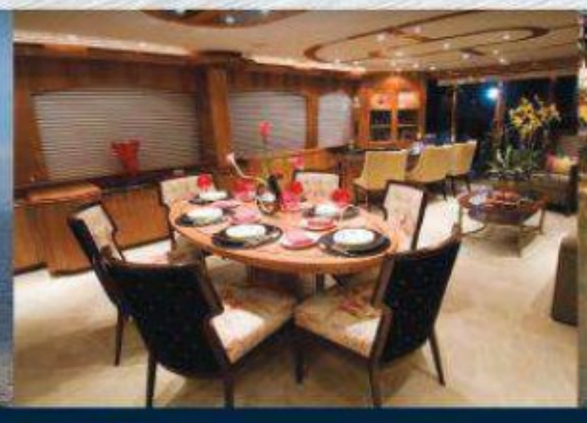
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80' Hatteras MY



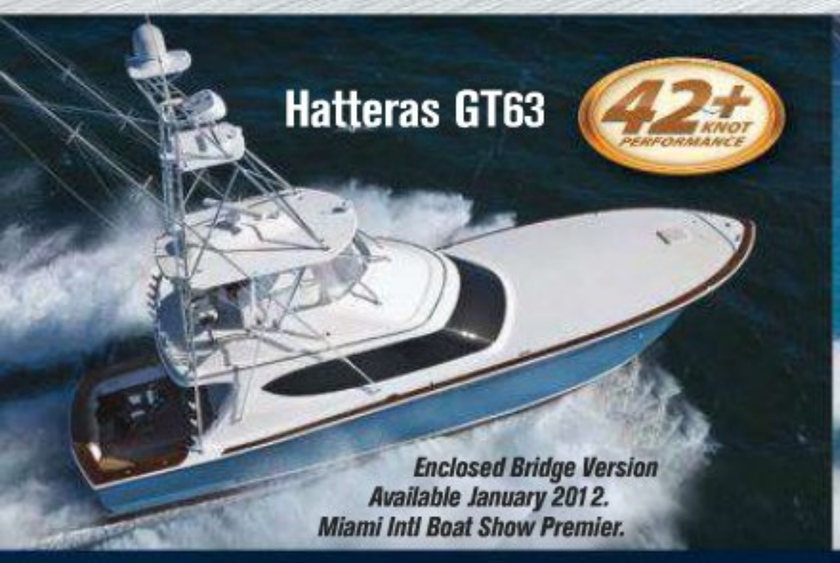




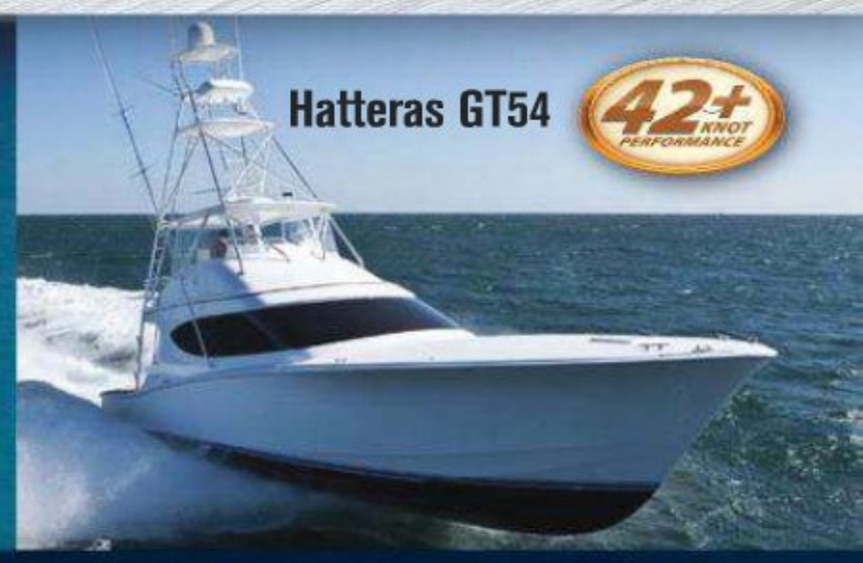
72' Hatteras MY

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70' VICEM CLASSIC FLYBRIDGE 2007

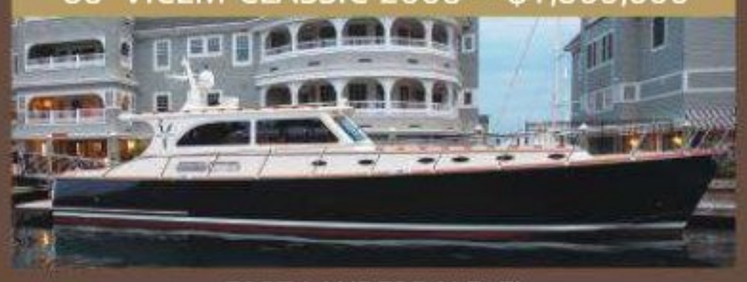








58' VICEM CLASSIC 2008 – $1,300,000



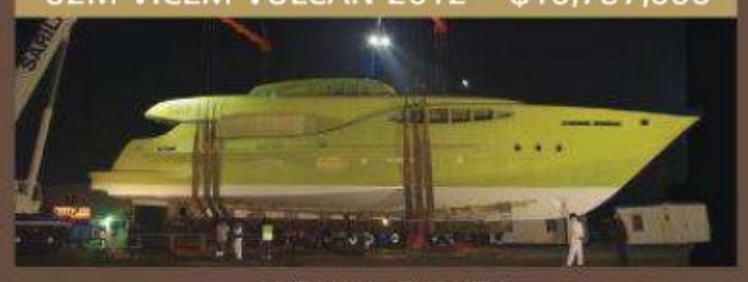
FORT LAUDERDALE, FL

58' VICEM FB CLASSIC 2007 – $995,000



HUNTINGTON, NY

32M VICEM VULCAN 2012 – $10,737,000



ANTALYA, TURKEY

72' VICEM CLASSIC FB 2011 – $4,032,150



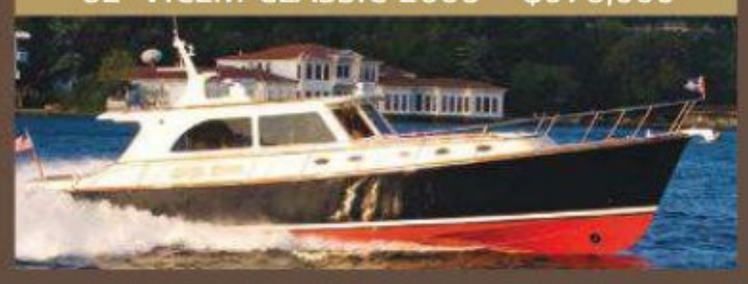
ANTALYA, TURKEY

46M VICEM VULCAN 2012 –$27,000,000



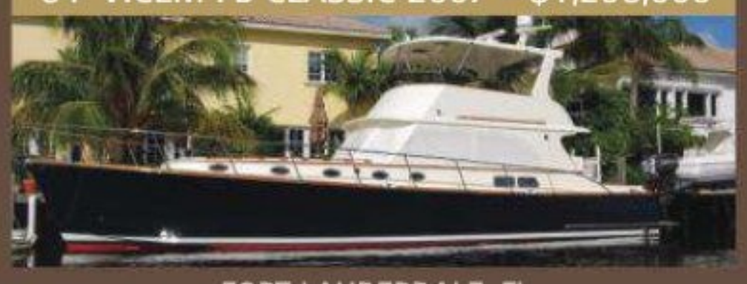
ANTALYA, TURKEY

52' VICEM CLASSIC 2008 – $975,000



FORT LAUDERDALE, FL

54' VICEM FB CLASSIC 2007 – $1,295,000



FORT LAUDERDALE, FL

54' VICEM SF 2004 – $775,000



GREAT HARBOUR, BAHAMAS

51' VICEM CLASSIC 2002 – $579,000



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2010 34 METER YACHT – POA



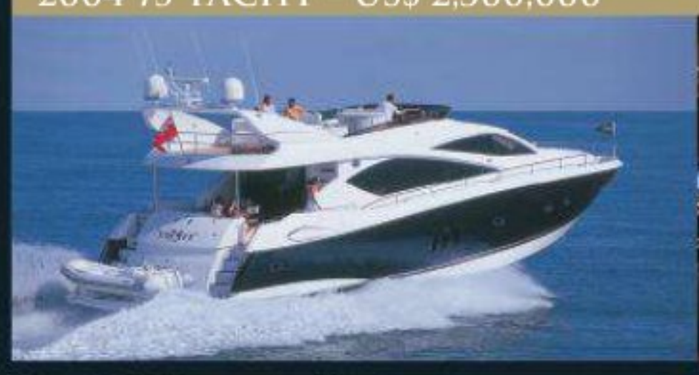

Twin MTU 2,650HP diesel engines, highest specification and beautifull finishes, Navy blue hull, 5 ensuite cabins, offered for limited time, must be viewed.

2010 80 YACHT - US$ 4,695,000



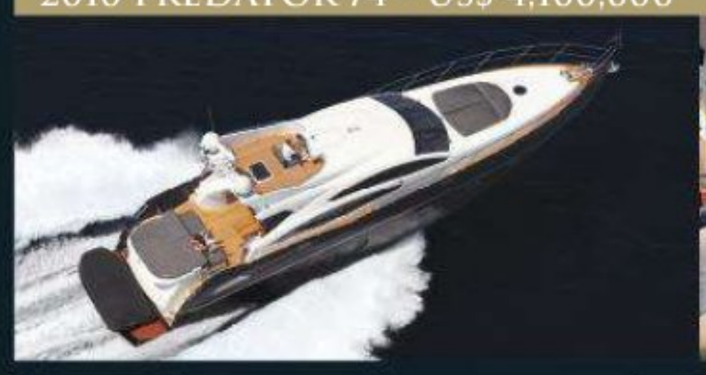

The perfect blend of space, style and performance. 2 x MAN 1,800hp diesel engines, 4 cabins, 4 en suites, high specification and stunning condition throughout

2004 75 YACHT – US$ 2,300,000



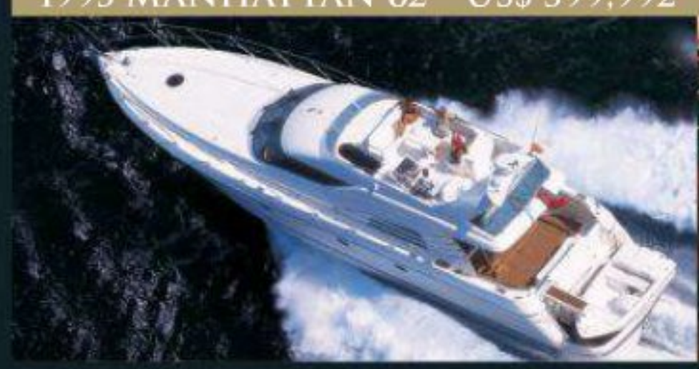

Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2010 PREDATOR 74 – US$ 4,100,000




Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

1995 MANHATTAN 62 – US$ 599,992



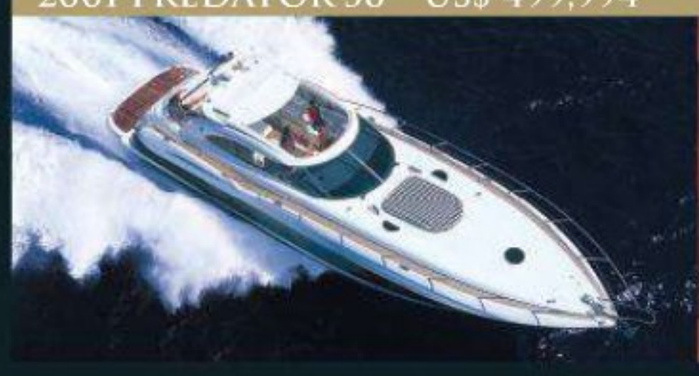
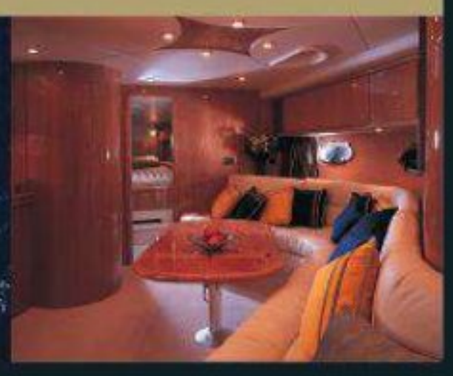

Twin Man 1100's diesels matched to Arneson surface drives, this is truly one of a kind, 38+ knots performance! Many updates and custom features.

2007 60 MANHATTAN – US$ 1,795,000



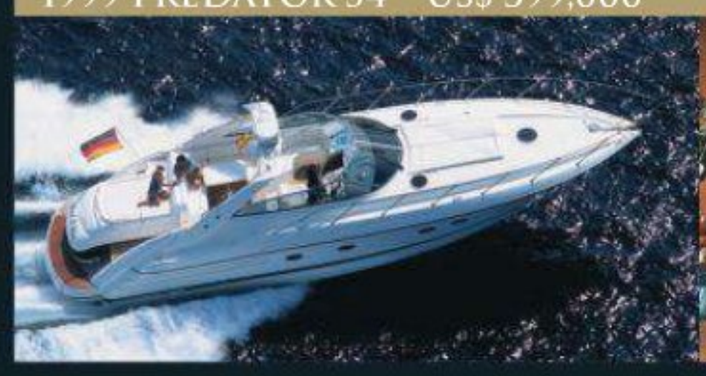

Twin MAN 900 diesel engines, impeccable condition throughout, 3 ensuite cabins and a crew cabin, cherry satin wood interior, low hours and high specification.

2001 PREDATOR 56 – US$ 499,994

Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

1999 PREDATOR 54 – US$ 399,000



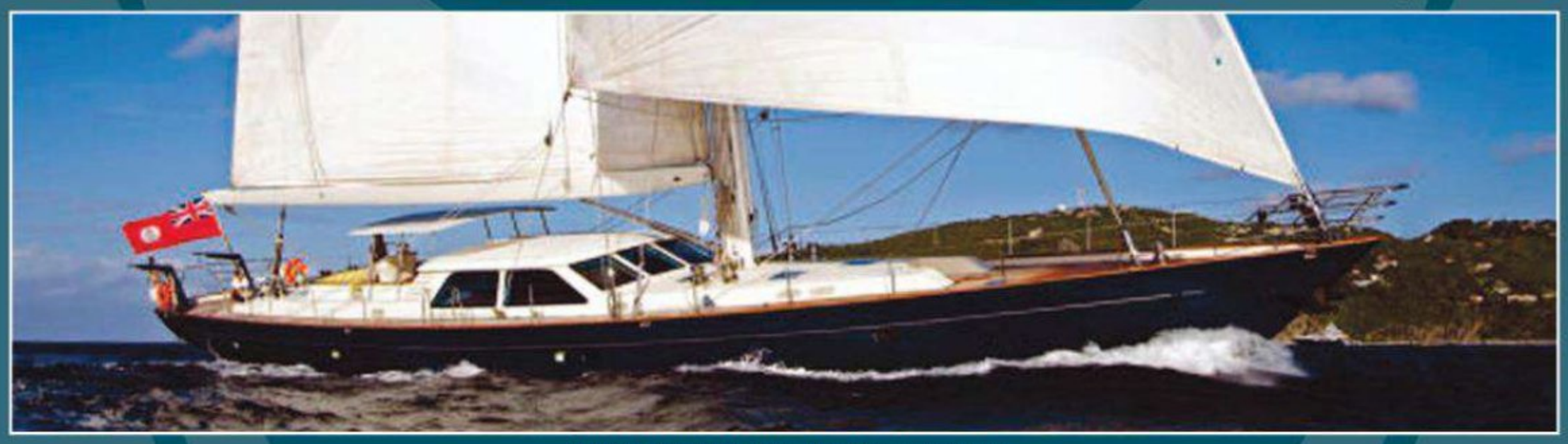

Twin 800 MAN diesel engines, low hours, Navy blue Hull, Cherry Gloss wood, 3 cabins, tender garage. Beautiful condition, stunning lines!

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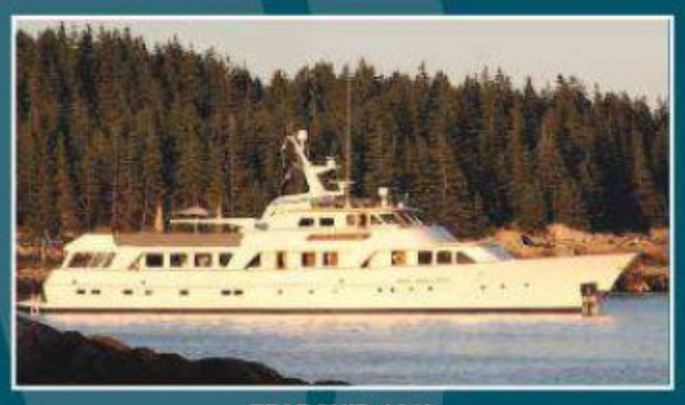
WELLINGTON YACHT PARTNERS

YACHTS OF DISTINCTION



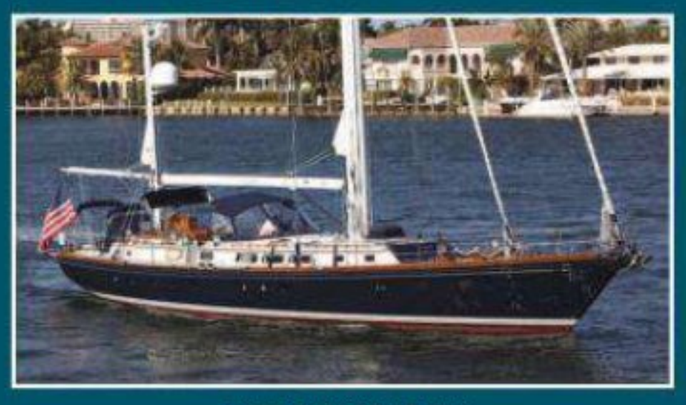
DANISH YACHT/HOLLAND JACHTBOUW 109' 2006

Designer Ted Fontaine combined classic beauty with state-of-the-art technology, including high-tech fiberglass laminate hull and deck construction, centerboard shoal draft, push-button sail controls and a fold-down stern transom. Her spacious interior features an on-deck salon/pilothouse and four guest staterooms, plus crew quarters. MCA compliant -- a great world cruising yacht! *Not for sale or charter to US residents while in US waters.*



FEADSHIP 126'

True classic Feadship with 4,500 nautical mile range. Major 2004 year-long refit. Further capital improvements in 2010. SIRENUSE is ready once again to take to the high seas. *Not for sale or charter to US residents while in US waters.*



LITTLE HARBOR 78'

Magnificent yacht offering global cruising capability, great performance, luxurious living spaces. Versatile ketch rig, redundant sailing systems, shoal draft provide safe, secure cruising in luxury. Fully prepared to embark on her next adventure.



CCYD FARR 72'

Outstanding performance cruiser with refined interior. Three ensuite owner's SRs, plus crew. Equipped for shorthanded bluewater sailing. New roller furling boom. Maintained in excellent condition. Price reduced!



CNB BENETEAU 64' 2003

Unique in her class. Powerful hull design and efficient sail plan guarantee exceptional performance. Leisure Furl boom, electric sail furling and winches, shoal draft. Many upgrades. In turn-key condition.



LITTLE HARBOR 62'

Attractive low-profile center cockpit design. Shallow draft, powerful hull form and roomy four-cabin interior. Recent major refit -- new engines, electronics, sails etc. Excellent charter potential!



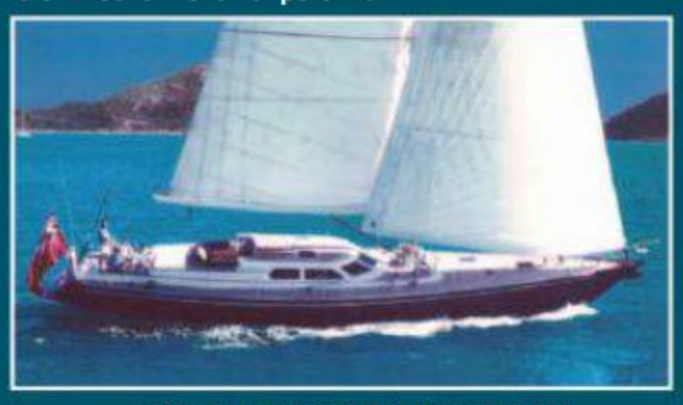
LITTLE HARBOR 60'

Classic Hood design w/ only 5' draft and every conceivable option for singlehanded sailing and comfortable long-term cruising. Beautiful raised-panel cherry interior, many recent upgrades.



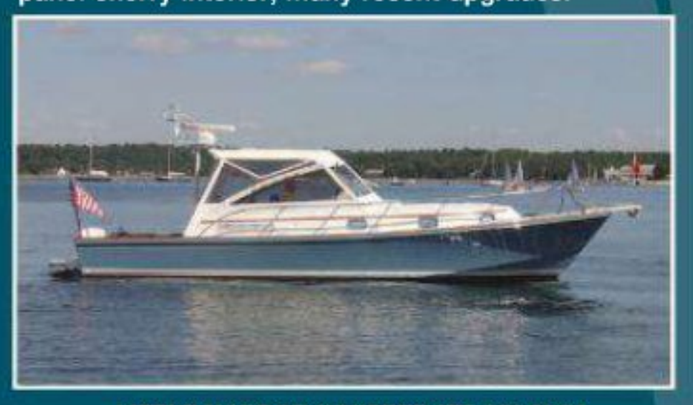
GRAND BANKS 46'

A distinctive, lightly used and well maintained Classic. Three-stateroom layout with teak interior. This one-owner boat has been serviced by Hinckley/Little Harbor since new and stored inside during winter months.



RON HOLLAND/SOUTHERN WIND 72'

Spacious raised salon, three ensuite owner/guest cabins and separate crew quarters forward. Successful charter record. Seriously for sale. *Not for sale or charter to US residents while in US waters.*



LITTLE HARBOR WHISPERJET 38' 2001

Only 22" draft with deep "V" hull, upgraded Yanmar 420 hp diesels and Hinckley JetStick steering controls for exceptional maneuverability. Fast and fun! Price reduced.

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130' WESTPORT TRI DECK MY 2007

New to market. Pavlik designer interior 2011. Upgraded state-of-the-art audio video system 2011, on deck master, desirable country kitchen style galley, bow & stern thrusters, large aft deck w/casual dining. A must see with all updated systems and excellent maintenance. Contact Central Agent, Wayne Cannava



150' RICHMOND TRI DECK MY 2010

Brand new yacht with delivery and demo hours only. Ward Setzer naval architecture with stunning Pavlik interior that includes up to six suites with skylounge VIP. MTU 2000 hp mains provide a 16 knot cruise speed. Touch and go helipad and abundant outdoor spaces. Contact authorized agent, Jeff Stanley



68' REAL SHIPS EXPEDITION LRC 2004

Sturdy, bulbous bow, twin engine traveler has 20' center-console that fits in cradle on bow. 3 stateroom & 3 head. Cherrywood interior is well done. Quality gear including ASEA shorepower conversion. 4700 gal. fuel capacity. Asking $1,099,999. Joe Majcherek, Central Agent.



78' MOCHI CRAFT LONG-RANGE HYBRID 2010

One of the first hybrid motoryachts available in this size range. Diesel electric capabilities for super-quiet operation and dual Gyro-stabilizers + active stabilization. Plenty of outdoor lounging area plus an open interior with large windows, hardwood floors, leather seating. Contact Joe Majcherek for complete details.



66' NEPTUNUS SKYLOUNGE MOTORYACHT 2005

Unbelievably spacious, huge master cabin, galley forward on main deck offers gorgeous view, C-30 CATs, speeds up to 30 knots. Impeccable condition, extensively equipped, lovingly cared for. Reduced by $500,000. Call Jeff Stanley, Central Agent.



63' VIKING EXTENDED AFT DECK MY 1990

4 cabins, queen VIP, 1271 Detroit mains, under 200 hrs since major overhaul, benefited by from owner's constant maintenance and cosmetic upkeep, new enclosure and exterior cushions. Offers encouraged. Price reduced. Call John Noone, Central Agent.



63' HATTERAS MOTORYACHT 2003

3 SRs, admidship master. 3412 CAT's, (2) gens, custom hardtop. Generous flybridge seating, air/heat, new enclosure, custom table. 42" pop-up TV in salon, glossy Makore wood, watermaker, redundant elecs, UW lights, tender w/Yamaha OB. Call Greg Read, Central Agent.



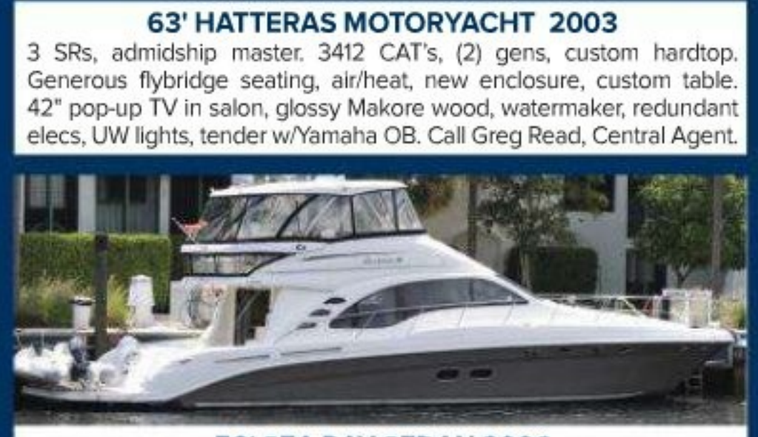
50' VIKING EXPRESS SPORTFISH 1999

Excellent condition, full paint, 30 kt. Cruise, OPTIONS! Air conditioned bridge deck, updated electronics + SAT TV, fully serviced MAN's, Eskimo ice & watermaker. Super clean and virtually turn-key. Asking $589,000. Contact Central Agent, Joe Majcherek



56' CARVER 2000 - EXTENSIVELY CUSTOMIZED

Unique best describes this vastly improved Carver. Extended aft including hull, platform and sun deck. Unbelievably high-tech sport bridge above the enclosed wheelhouse. Custom paint and stainless steel upgrades throughout. Call Jeff Stanley, Central Agent.



58' SEA RAY SEDAN 2006

Clean, well equipped and the best priced 58' on the market. Common-rail 900hp MAN diesels allow 30-knot cruising. AC flybridge, beautiful interior décor with cherry wood finish, captain maintained. Asking $629,000. Contact central agent, Joe Majcherek for complete details.



50' BERTRAM SPORTFISHERMAN 1995

Three stateroom, two head layout, galley up, dinette, large salon, major engine room updates, Detroits 1271TI with 500 hours SMOH. Electronics, updated interior, ready to go! Contact Jim McKee, Central Agent.



46' BERTRAM MOTORYACHT 1982

Over $200K spent in last 4 years on major refit. Teak interior, new granite galley and heads, office in place of dinette. Upgrades from bow to stern! Priced much less than her recent refit! Contact Jeff Stanley, Central Agent.



63' SEA RAY SUN SPORT 1999

Beautifully kept, powered by CAT 3412s w/1000 hrs. Updated cockpit upholstery & full teak decks with custom wood tables. Flat panel TVs with DSS, helm air, underwater lights, updated top line electronics & more. Asking $389,000. Contact central agent, Greg Read.

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2007 80' OUTER REEF | *Ruff Seas*

1550hp CATs with 19 knot cruising or 2500 mile range @ 9 knots. Cherry interior, 21' beam, $700,000 in upgrades, great captain/crew cabin & lounge. Owner ordered larger Outer Reef. $3,350,000. Call Joel Davidson 954-767-8305



2008 73' OUTER REEF | *See Ya*

Three staterooms with ensuite head and shower plus crew quarters. Cherry interior, C-18 engines, hydraulic bow and stern thrusters, stabilizers, twin 25kw generators , full electronics and tender.
Low hours. Call Mike Schlichtig for pricing and additional info 954-767-8305



1991 70' HATTERAS | *Magic Carpet*

Captained maintained w/ rebuilt 12V Detroit mains & updated extensively. 4 strm/4 head layout including aft master and 2 VIP cabins +crew. Huge flybridge, extended aft deck for al fresco dining. 2 Onan 20kw gens, Naiad stabilizers. Asking $595,000. Call John Dennison 954-767-8305



2008 65' OUTER REEF | *Andale*

Twin CAT C-9's @ 503hp, 2 16kw Northern Lights generators, stabilizers, 25hp bow and stern thrusters. 2 staterooms plus office/three heads. Office can be converted to 3rd stateroom. Asking $1,988,000. Call Joel Davidson 954-767-8305



2009 65' OUTER REEF | *TOTO*

Beautiful family yacht set up for serious long range cruising. Twin D-rated 500hp CAT C-9's provide 2000+ mile range. $400,000 in upgrades. Owners considering larger Outer Reef. Just reduced to $1,900,000. Call Joel Davidson 954-767-8305



2000 60' GRAND ALASKAN | *Kitten*

One owner, D-rated 275 hp 3208 CATs, stabilized, 16kw and 8kw Northern Lights generators, inverter. New electronics in 2010. Kept under cover. Located in Maryland. Asking $769,000.
Call Joel Davidson 954-767-8305



1999 60' GRAND ALASKAN | *First Light*

Incredible like new condition with huge list of upgrades to systems 2006 - 2011. Beautiful High Gloss teak interior, 275hp CATs and two gens, 14' Novurania w/50hp Yamaha 4-stroke, proven long distance cruiser. Asking $869,000. Call Joel Davidson 954-767-8305



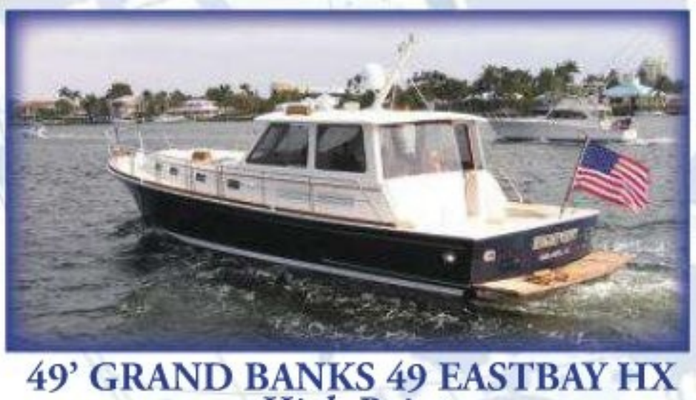
2007 54' OFFSHORE | *De Onions*

2007, 54 Offshore, 700hp CATs with 220 original hours & platinum extended warranties, stabilizers, bow thruster, exceptional equipment, shows like new. Asking $995,000.
Call Joel Davidson 954-767-8305



2007 52' JEFFERSON PHMY | *Aurora*

Low time. Very clean. Twin Cummins 540 with electronic controls. Full electronics, bow thruster. 2 double cabins with 2 heads/showers, fly bridge, bimini, RIB with outboard. A excellent family boat hardly used and ready to cruise. Asking $479,980. Call Geoffrey White 954-767-8305



49' GRAND BANKS 49 EASTBAY HX *High Point*

CAT C-12 engines. Recent upgrades: new electronics, SAT TV, Awlgrip paint, and 1,000 hr. engine service, fresh bottom paint, new cutlass bearings, props dynamically balanced to S class and full detailing completed in June, 2011.
Call Geoffrey White 954-767-8305



2004 41' AMERICAN TUG | *Higher Ground*

Great two cabin two head layout with midship master. Single Cummins gives economy and reliability. Northern Lights genset, bow thruster. A turn-key boat, serviced and ready to go. Perfect for the loop or island hopping. Asking $395,000.
Call John Dennison 954-767-8305



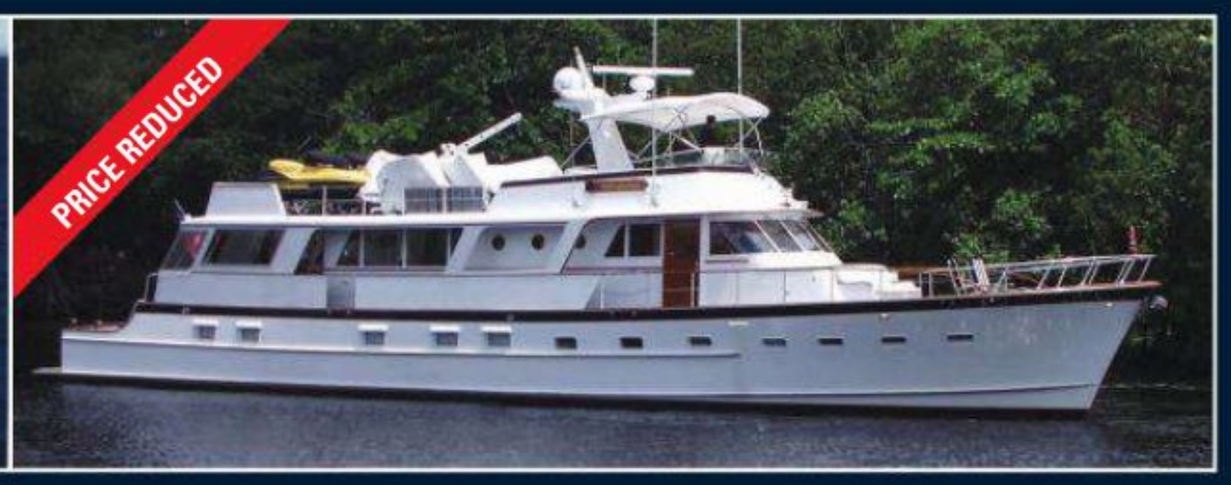
1992 36' STAMAS | *Arabella*

Express fisherman and capable cruiser. Totally refurbished and repowered with new Mercruiser Horizons with only 150 hours. Fish, dive or cruise, this is your boat! Reduced to $62,500.
Call Luis Rubio 954-767-8305

David Walters Yachts



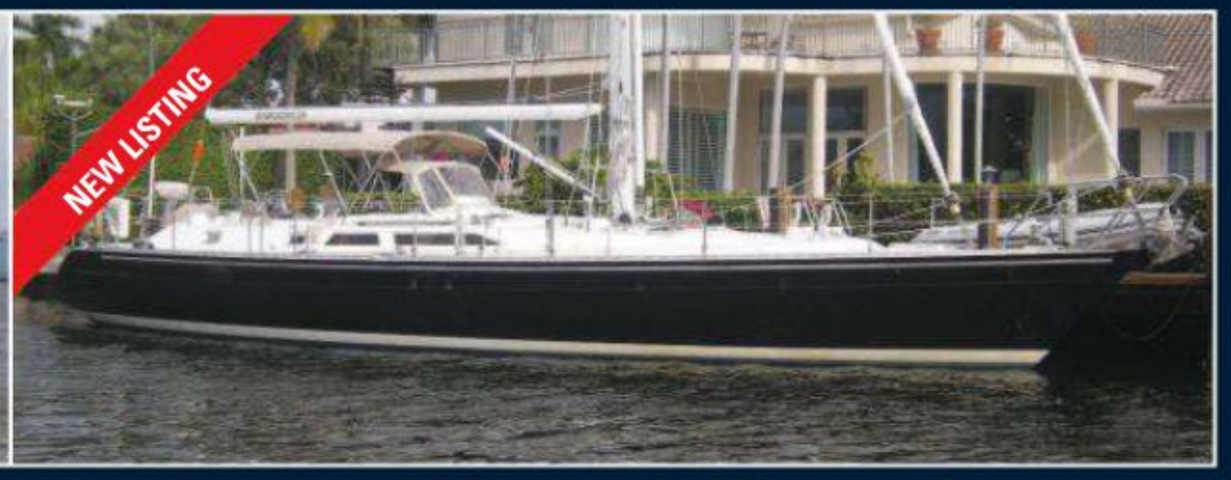
2008 Hargrave 98 Skylounge
Exquisite 4 S/R cherry interior. Great condition. Call Dave



Burger 82 Cockpit MY with Bridge
3 SR + Crew. Galley up. Large aft deck. Call George



2008 Frers Hylas 70
Superb condition, custom interior. Ready for world cruise. Call Dave



Taswell 56 RS
Exceptional condition. Custom layout. 58 RS also available. Call Dave



2005 Tayana 64
Spacious 3 S/R design. 65 & 55 also available. Call Scott



Trehard 60
Rugged alum. construction, shoal draft keel. Call John



Taswell 58 Pilothouse
Interior helm. 3 S/R+crew. Upgrades. Call John



Hylas 54 – 4 Available
Fast, strong 3 S/R Frers designs. Call Dave



2008 Majestic 53 Cat
Roomy interior & cockpit. Quality 5SR. Call George



Shannon 43, 50 And 52
Classic offshore designs. 50' for $187,000. Call George



Oyster 485
Immaculate. Exquisite interior. Gen. & AC, Stoway. Call Scott



2005 Alden 49 Saloon Express
Like new. Customized w/many options. Call John



4 Hylas 46 and 2 Hylas 49
Quality Frers designs. Many extras. Call Scott

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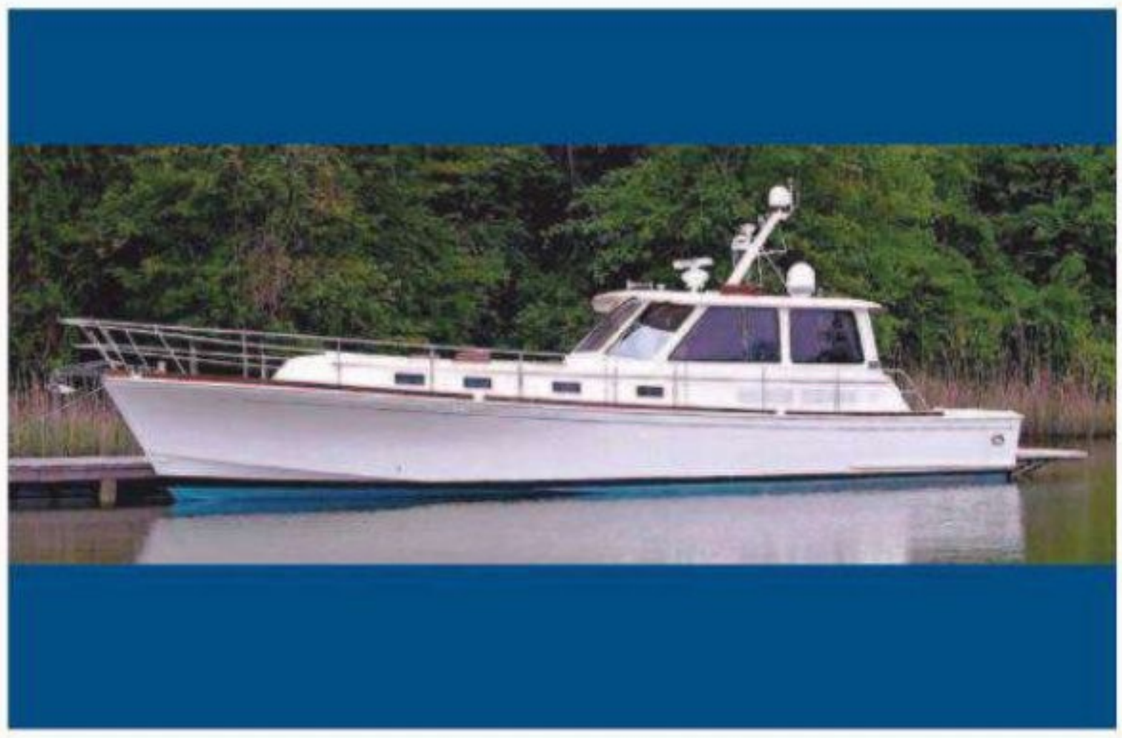
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GRAND BANKS 58 EASTBAY

C. Raymond Hunt Associates deep V designed hull w/yacht quality teak crafted varnished interior joinerwork. Cat 1550 hp engines, Northern Lights 20 & 12 kW gensets, hydraulic swim platform, 3 staterooms. Cruise at 25 kts, top at 33. Take advantage of 2011 total updating & refurbishment. Call Allen Schiller in Salem, 978-744-7070.



GRAND BANKS 49HX EASTBAY

2006 w/Twin Cat C-12 engines; extended main salon settees &enlarged master cabin fwd; custom guest cabin w/full size Asko washer & dryer from the hall; custom entertainment w/satellite tv & surround sound stereo; custom lighting & décor; SubZero fridge/freezer; state-of-the art electronics; 4 zone AC; more. Sistership picture. Call Bob Peckham; RI office; 401-682-2010.



48' DUFFY '92

Gorgeous 2 stateroom galley down layout, enclosed flying bridge with opening windows air & heat, new Cat C-15 and genset, recent Awlgrip and electronics, and numerous other upgrades. $449,000.



GRAND BANKS 46'S

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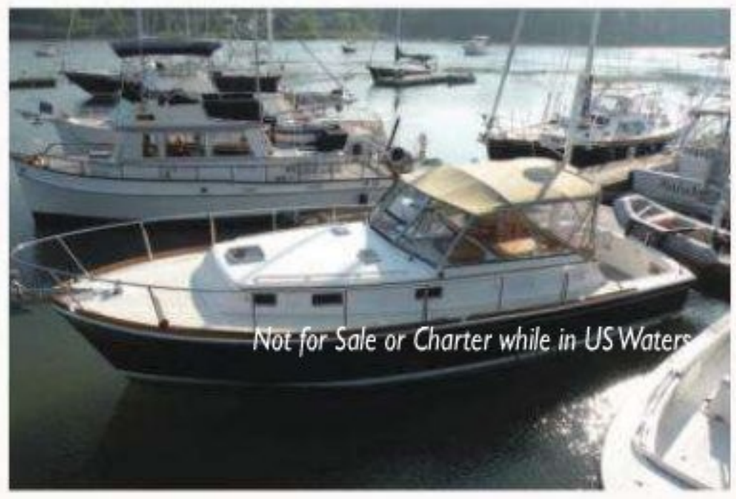
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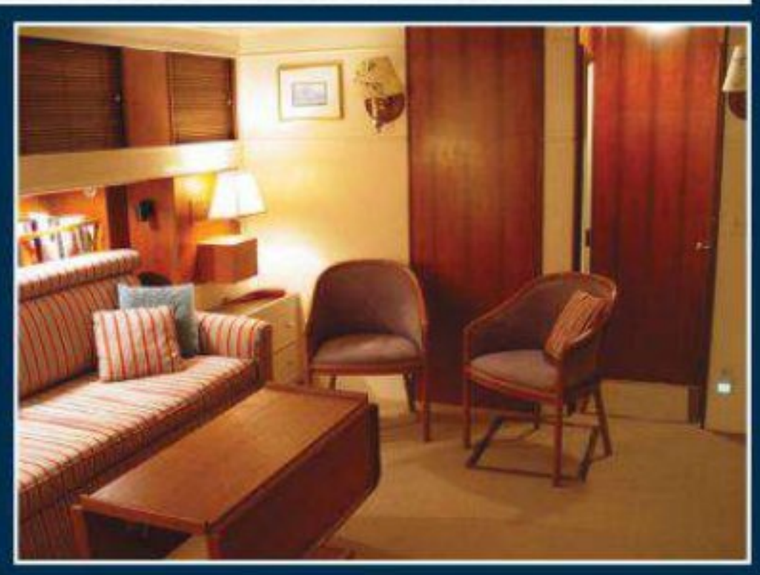
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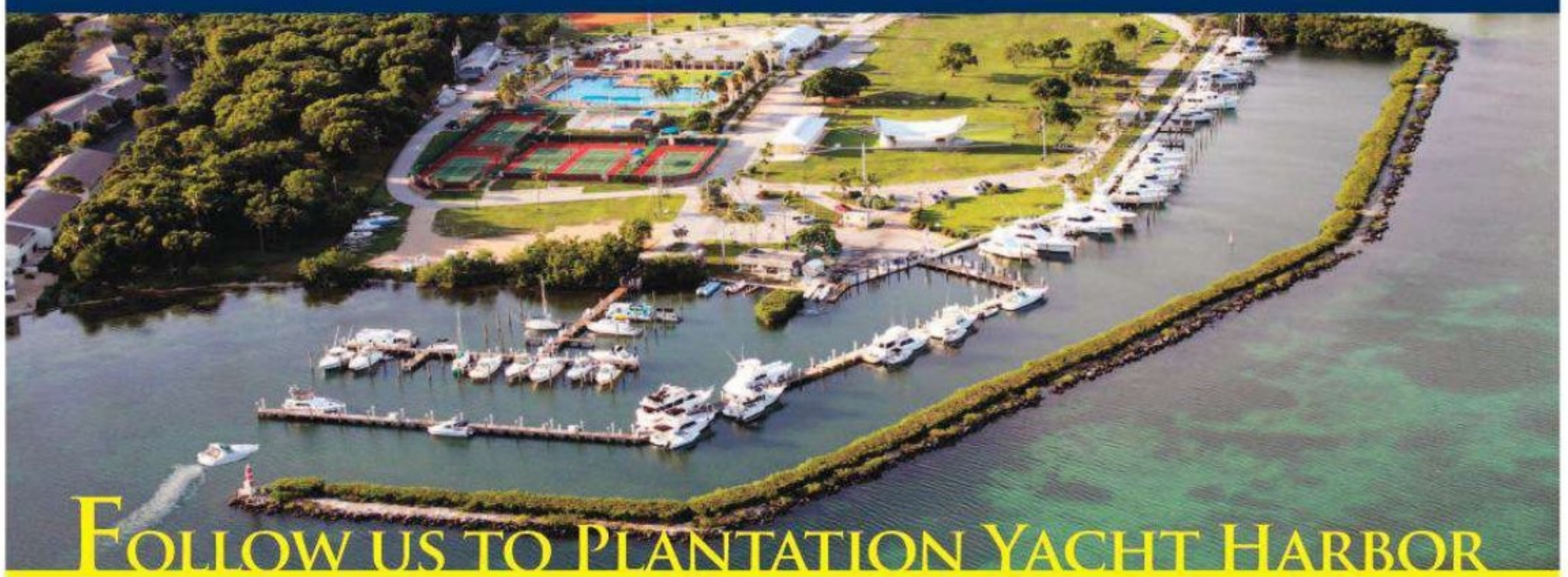
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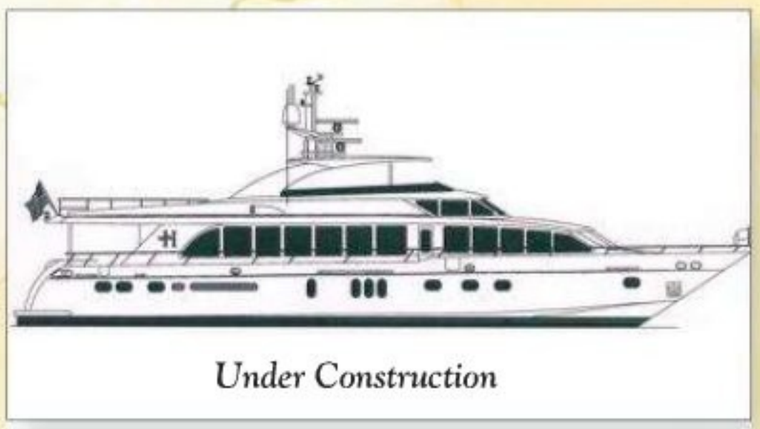


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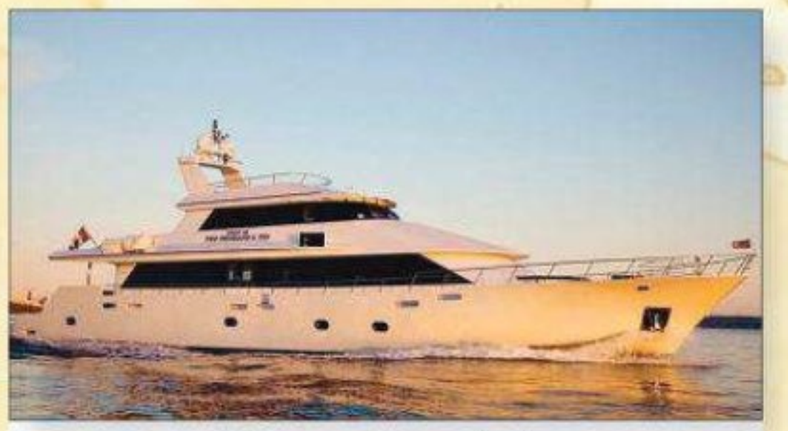


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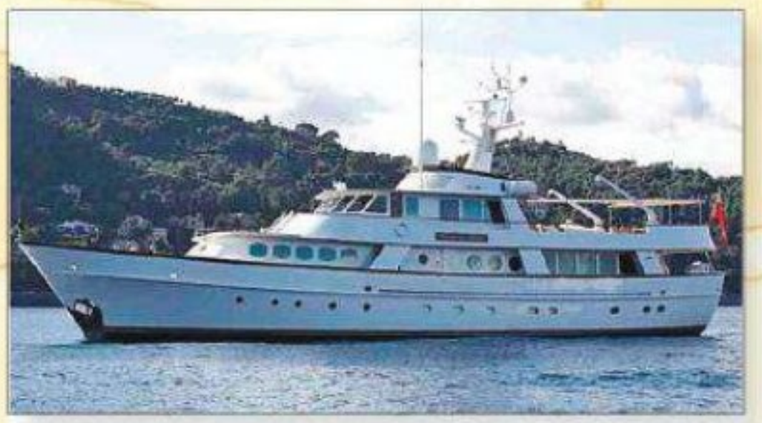


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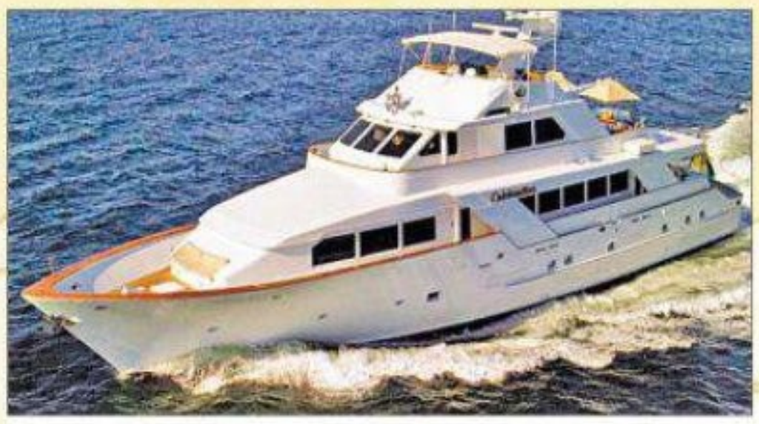
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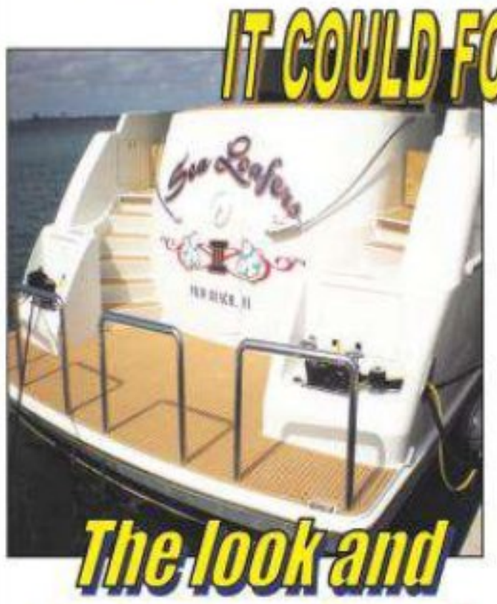
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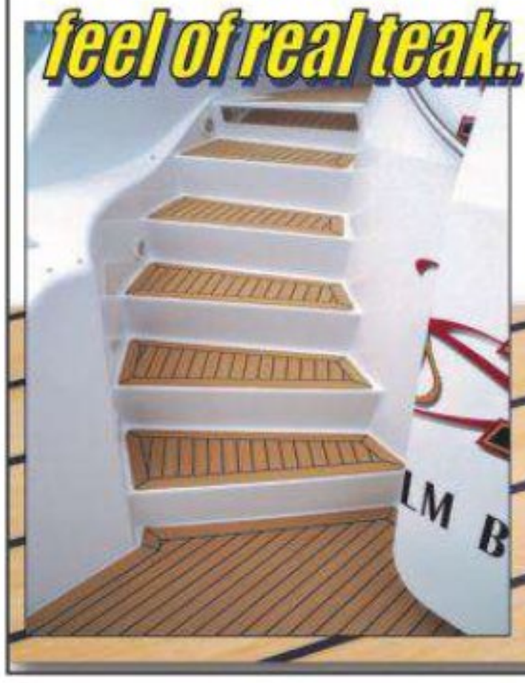
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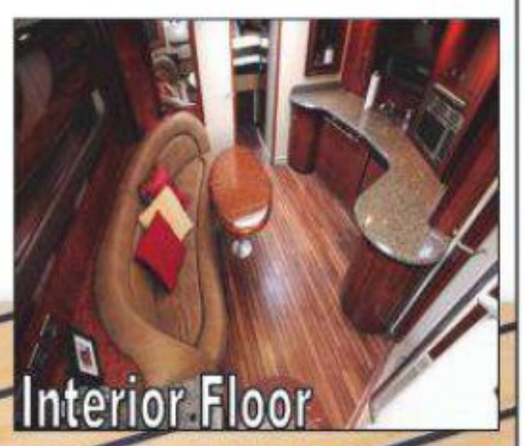
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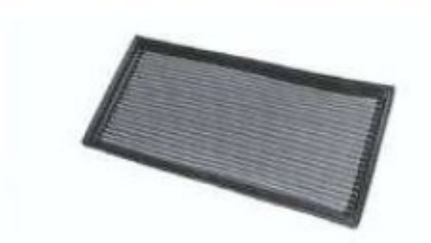


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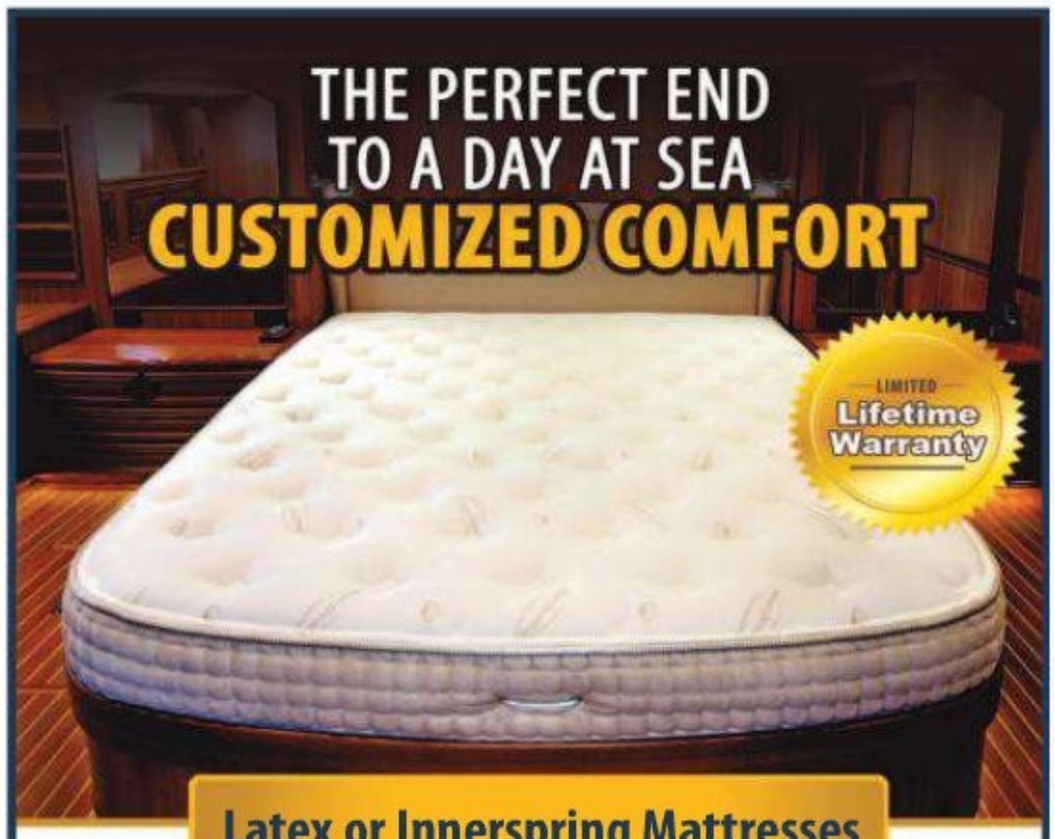
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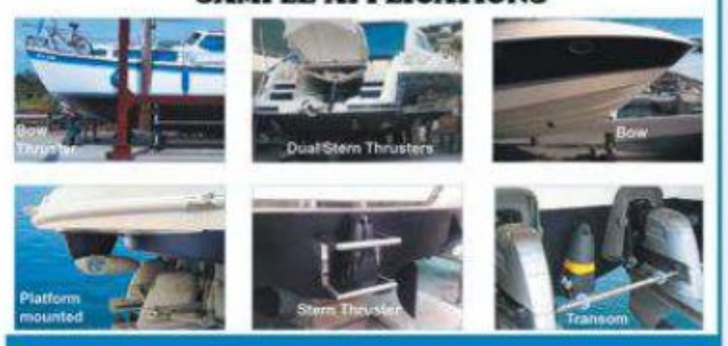
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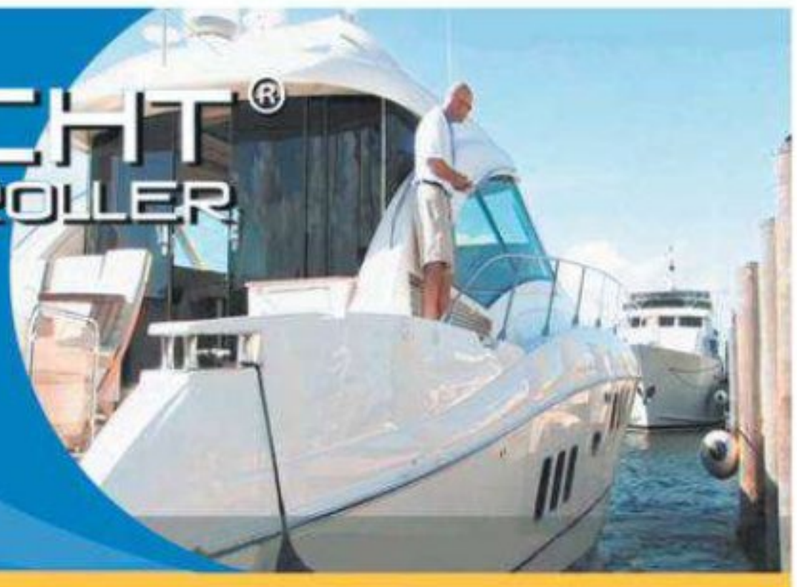
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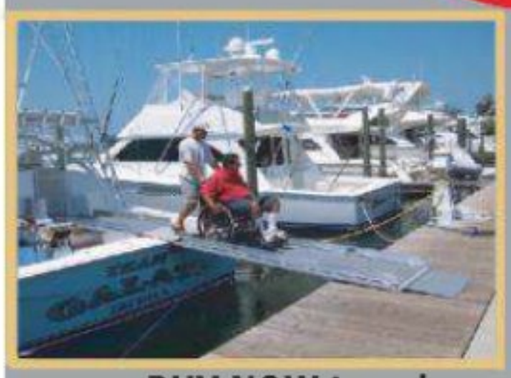




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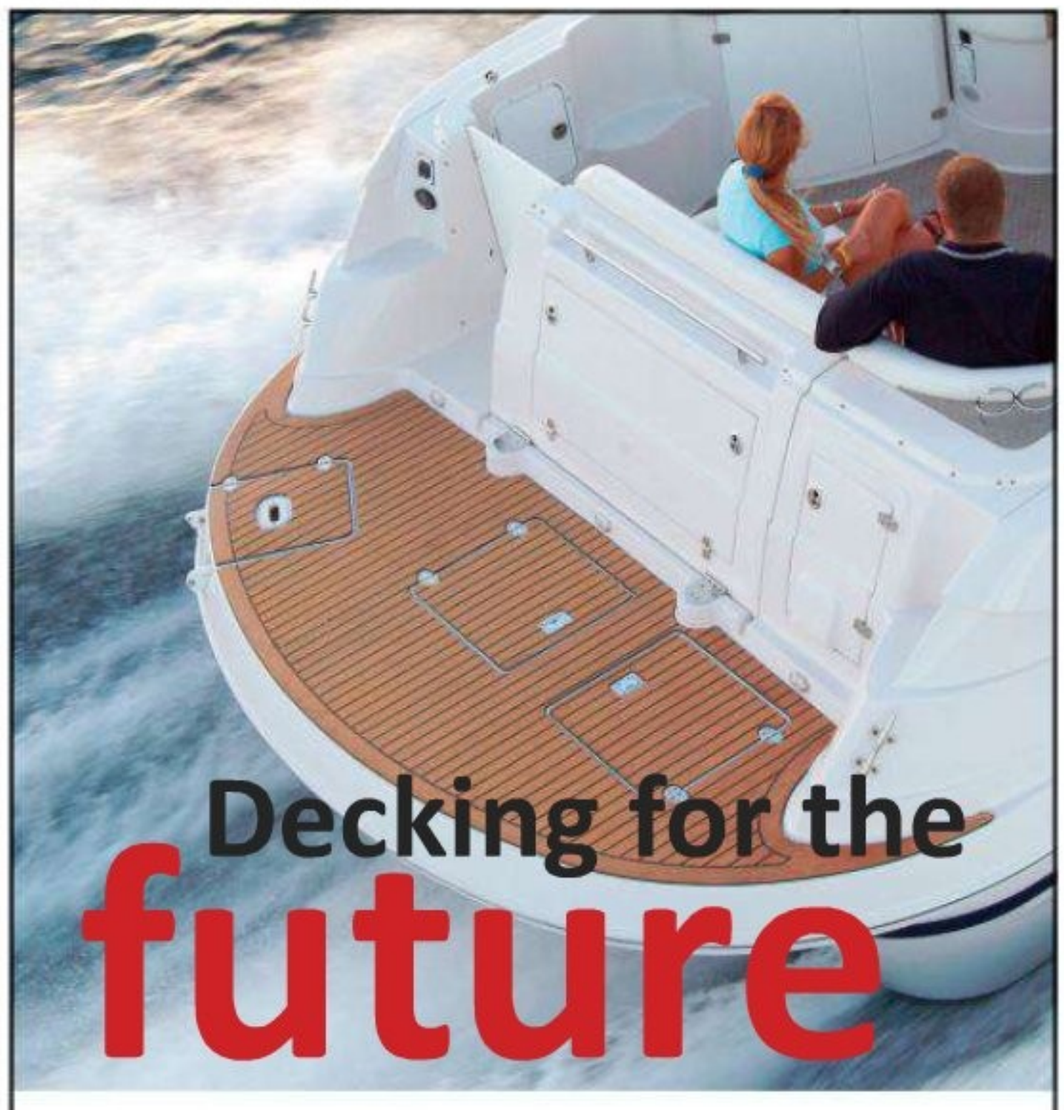


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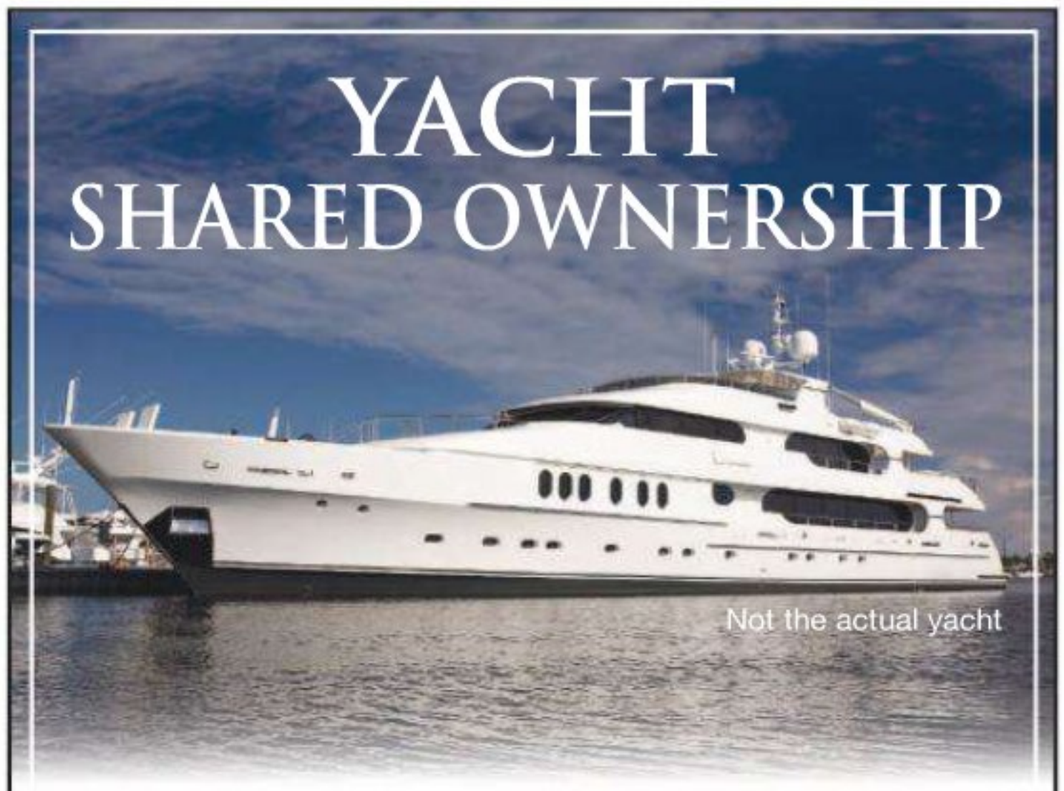
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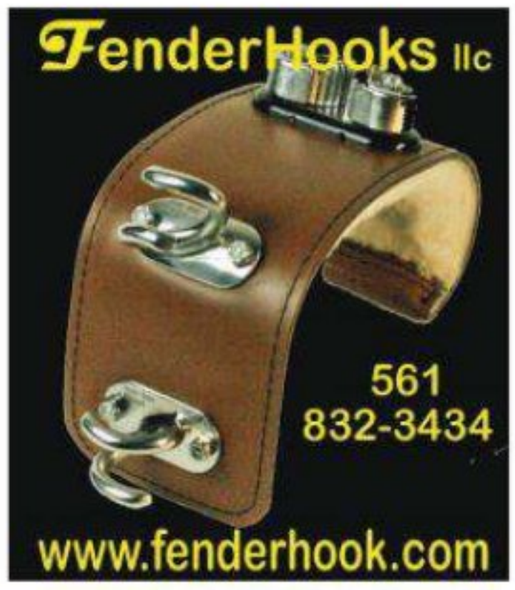
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Island Fever

Where yacht and private island meet.

By Jay Coyle

A pal of mine who owns a large expedition yacht sent me a clipping from a marine trade rag heralding a breakthrough in marine design — the Yacht Island. A colorful illustration of the computer modeling of the yacht … er … island had nearly caused my friend to wet himself. I remained continent and continued reading. The "superyacht industry" is big on awarding itself for its vision, and something called the SYOG (Superyacht Owners Guide) had chosen the Yacht Island as the winner of its Superyacht Design of the Future award. Good God … could an *island* be the future of yachting?

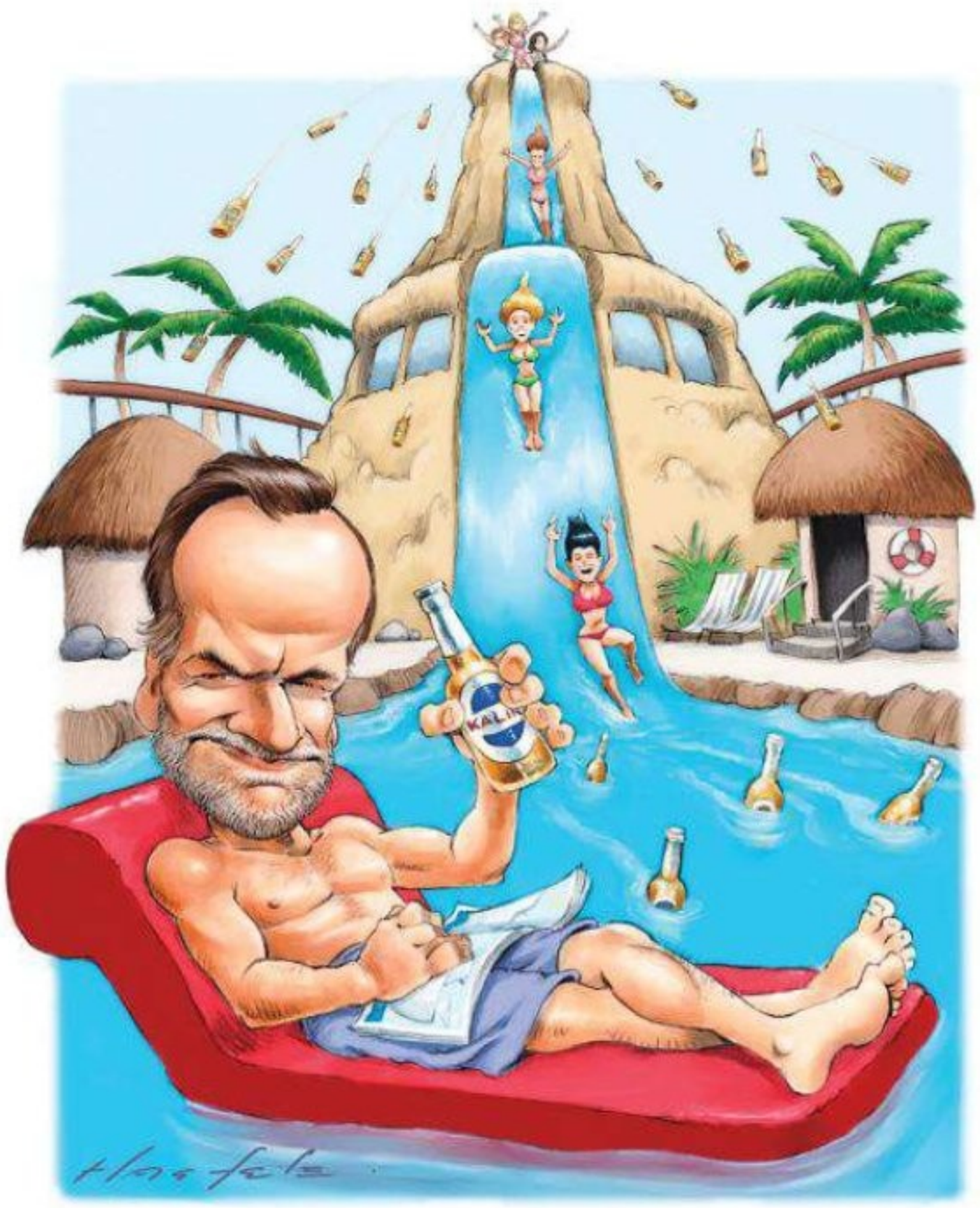
"The majority of yachts have evolved to the traditional form that has derived from millennia of engineering and naval architecture," the designers explained. OK, what's wrong with that? The Yacht Island's design has been developed "free from such restrictive thought" — uh-oh! The winning design, called *Utopia*, looks something like a giant smoke detector atop four Chippendale table legs. Measuring 213 feet high and 328 feet in length and beam, she (if a Yacht Island is a she) would have a beam-length ratio of one — think oil rig. Thrusters would move the Yacht Island about at low speed, allowing her skipper to "redeploy." With 11 decks and a 13th floor observatory *Utopia* would have enough space for an entire "micronation," her designers suggest. I'm guessing that's plenty of room for freeloading friends, rotten kids and mother(s)-in-law.

While *Utopia* caught the judge's eye it was the 90-meter *Tropical Island Paradise* that moved my pal. Its design, said to be inspired by the islands of the Caribbean, Indian Ocean and Polynesia, seems the sort of boat George Jetson would design for Fred Flintstone. The hull looks a bit like the headquarters of Spacely Sprockets while the main deck is laid out like the town of Bedrock with thatched-roof huts and a lagoon fed by a waterfall cascading from a volcano. The volcano has an owner's suite. Even Gilligan and the Skipper would be comfortable aboard because the diesel/electric-powered *Tropical Island Paradise* is capable of more than just a three-hour cruise! My pal insists that his *Tropical Island Paradise* would have an active volcano spewing nubile young women and ice-cold Kalik — I like that.

Those interested in something a bit more upscale might be moved by the 155-meter *Streets of Monaco* model, which the designers suggest "takes the streets of Monaco to sea" — no tsunami required! Diesel/electric power will give her a cruising speed of 15 knots, and her small-waterplane-area twin hull (SWATH) has allowed the "exploration of bold and daring design ideas without the restrictions of a conventional hull shape." These days a yacht that looks like a yacht is — well — passé! Tired of personal submarines, paddle boards and PWCs? No worries, the *Streets of Monaco* has a fully functioning go-cart circuit, and as you lap your principality you can blast past the bell stand of your own Hotel de Paris. On the upper deck you'll find Casino Square and aft Port Hercule Harbour, which has a depth of 10 feet — perfect for the swim-up bar. The prince's palace? Your master stateroom, of course!

If Monaco isn't enough I suspect the dreamers that came up with the Yacht Island will be glad to model you a Super Yacht Island — perhaps the *Island of Manhattan*? Imagine five boroughs of pleasure all for yourself. Be prepared — it will cost you a bit more than beads. According to estimates, the first lucky yachtsman to catch island fever will have to pony up close to a billion bucks for the *Streets of Monaco* with all the options.

I've been thinking that instead of a Yacht Island I'm going to model an Island Yacht. A modest cluster of coral with four decks and an Awlgrip paint job. Imagine no dockage, fuel or bottom paint. Now that's vision! ❑



STEVE HAEFELE

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